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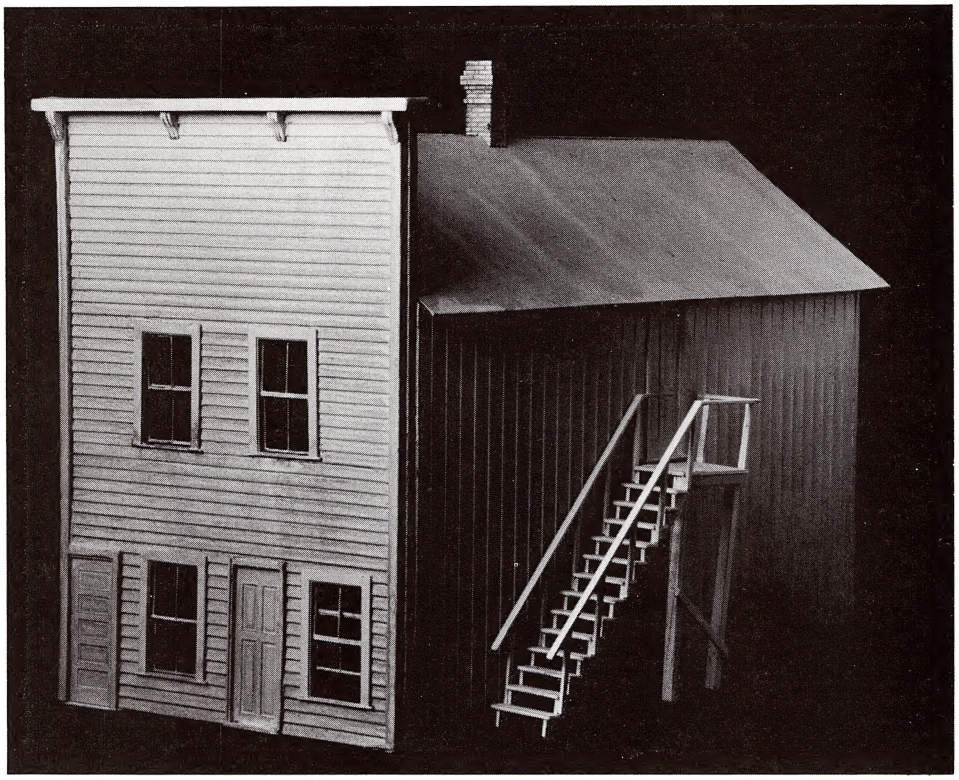

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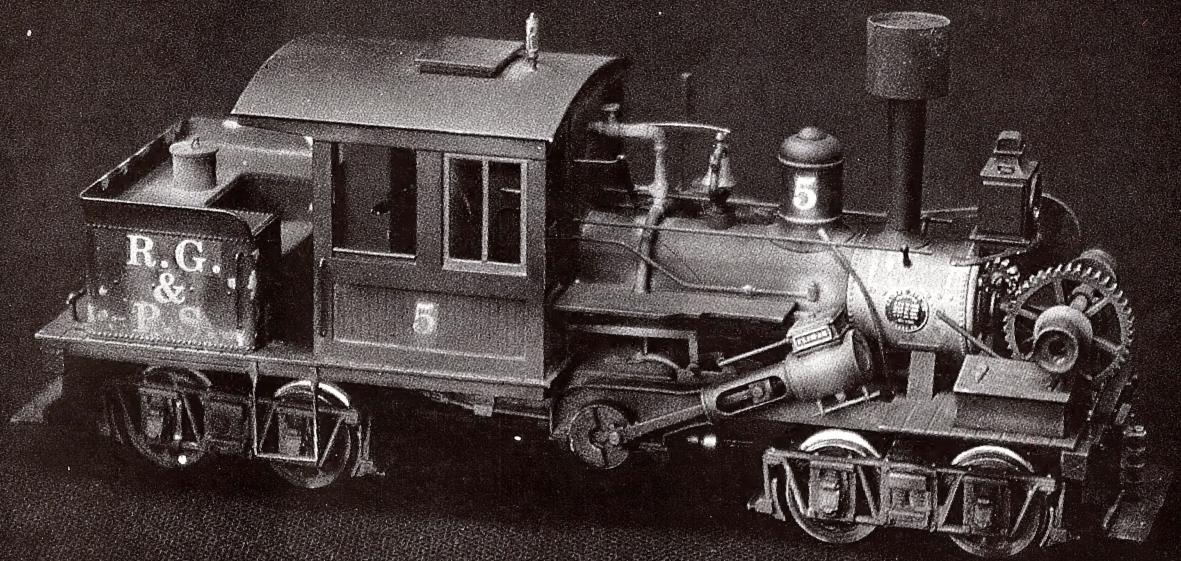

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JULY/AUGUST 1988 VOLUME 14, NUMBER 3

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COVER

Ted Rose, of Hod Carriers Ink, (P.O. Box 266, Santa Fe NM 87504) painted this issue's cover. It shows Twin Seams Mining Company Shay #5 and her crew at the mine terminal preparing for an afternoon haul to Kellerman, Alabama. This painting really captures the hustle and bustle of getting a steam engine ready for work.

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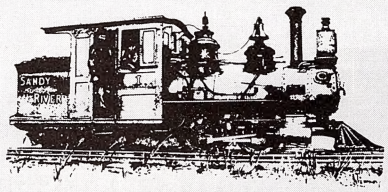

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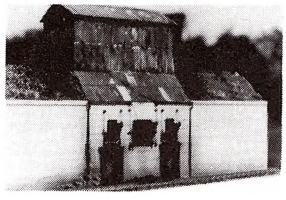

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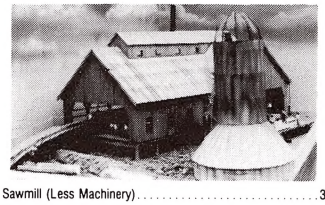

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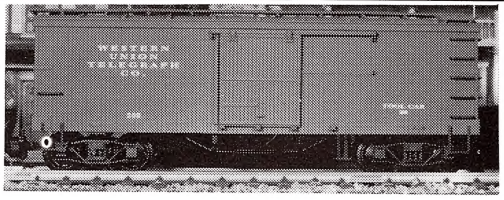

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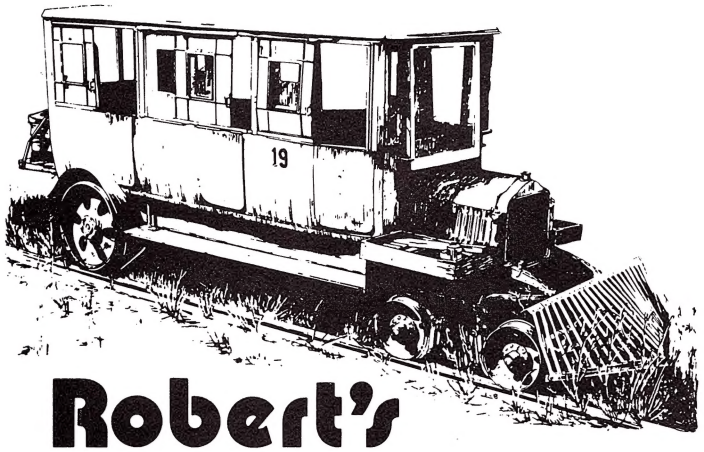

Robert's Ramblings....

Beginning on page 37 is the first installment of a three-part series on diorama construction by David Rowe. Dave and his wife, Shirley, are well-known English modelers. Both have had articles published in the English model press and their beautiful 4 mm scale working dioramas have been exhibited all over England and on the Continent as well.

When Dave approached me about writing some articles for the **GAZETTE**, I jumped at the chance. However, because Dave models the English countryside, which most **GAZETTE** readers are not familiar with, I asked him to concentrate on material that would be usable to modelers in the U.S.A. or any other country. I think he did a good job of this by emphasizing how he designs and researches his dioramas and the techniques he uses to build them. The way he goes about developing his scenes and the innovative modeling techniques he uses will be of interest to fine modelers everywhere.

I have seen Dave's diorama at the London Toy and Model Museum. This beautiful model is based on life in a typical town in Devon, England, and is full of charming details. The very idea of modeling many of these details was new to me and gave me ideas about similar things I could model on my layout. His creative use of lighting details is a good example. A man stands talking to a friend holding his bicycle – the lamp on the bike is lit. Another man leans against a lamp post smoking a cigar – the cigar glows as he puffs on it. Dave's use of motion in everyday details is another example: the brush of a chimney sweep cleaning out a chimney periodically pokes out of its top. A weather vane slowly turns in the wind, and the local factory has a working belt system spinning merrily behind its windows.

I hope you enjoy David's articles over the next three issues – just keep in mind that techniques are just that – techniques. To paraphrase Gertrude Stein, "a stone wall is a stone wall," whether it be in Devon, England, or Cripple Creek, Colorado.

Captain Robert Harris wrote in regard to the Farallones Midland article in the January/February 1988 **GAZETTE**. In that article we had the Coast Guard replacing strap iron rail with T-section rail on the Farallones Midland in 1887 – it seems that was not possible. The U.S. Coast Guard was not formed until 1915 in a merger of the U.S. Life Saving Service and the U.S. Revenue Cutter Service. The U.S. Light House Service was an independent federal agency until 1939 when it was taken into the Coast Guard. All the lighthouses constructed prior to 1939 were built by the Light House Service. The engineers were army officers and the early lighthouses were built by the U.S. Army Corps of Engineers, for the Light House Board. (Isn't it amazing what you can learn reading the **GAZETTE**?)

Along that line, can anyone tell me when and where this photo was taken? Local **GAZETTE** reader, Ron Rutnick, found it in a Cupertino, California, antique shop. The group of men were cutting wood with a very interesting and dangerous looking saw when they paused to pose for the camera while some C&S gondola cars rolled by in the background.

Bob Brown

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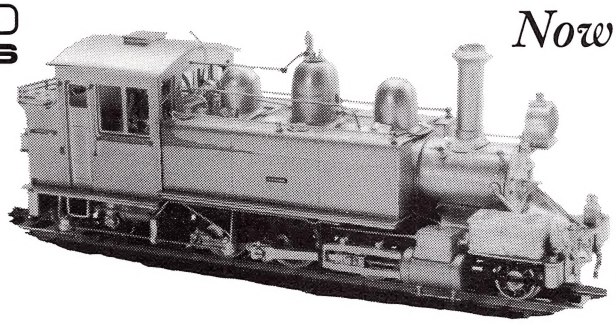

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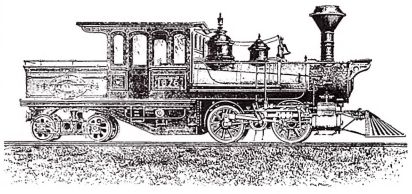

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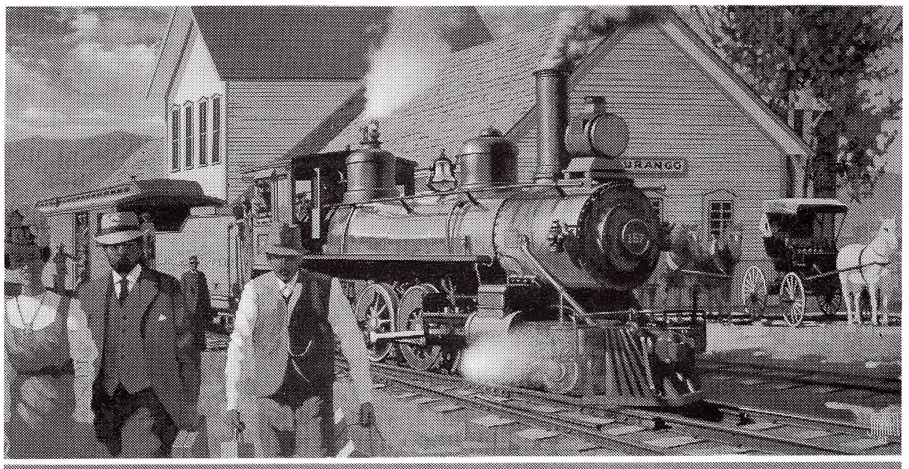

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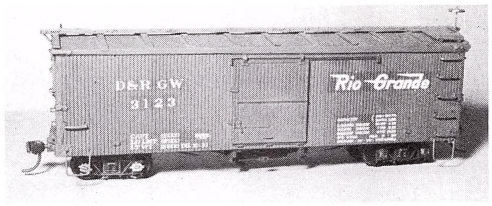

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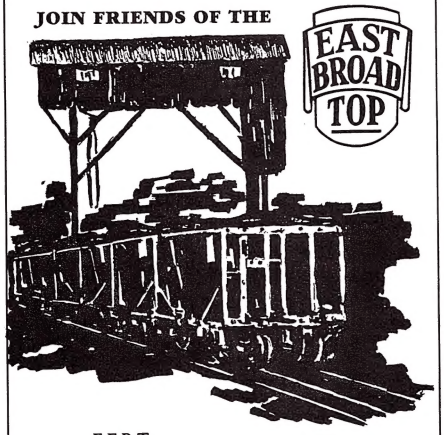

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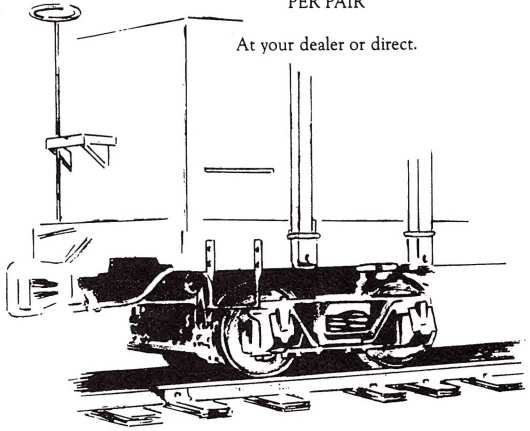

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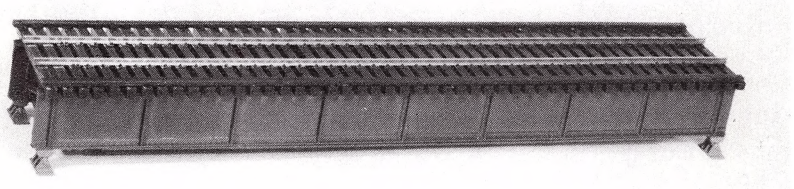

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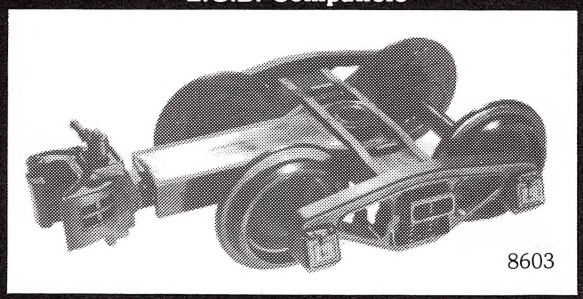

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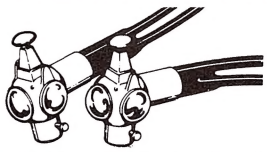

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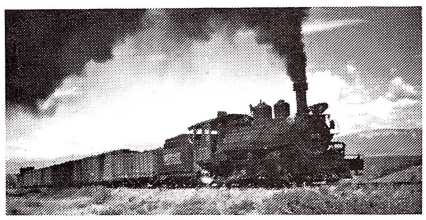

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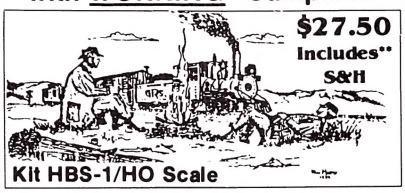

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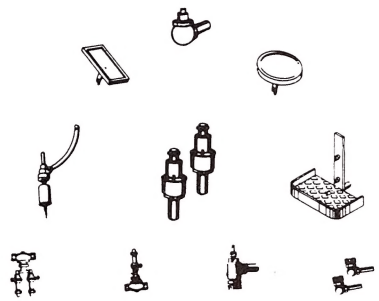

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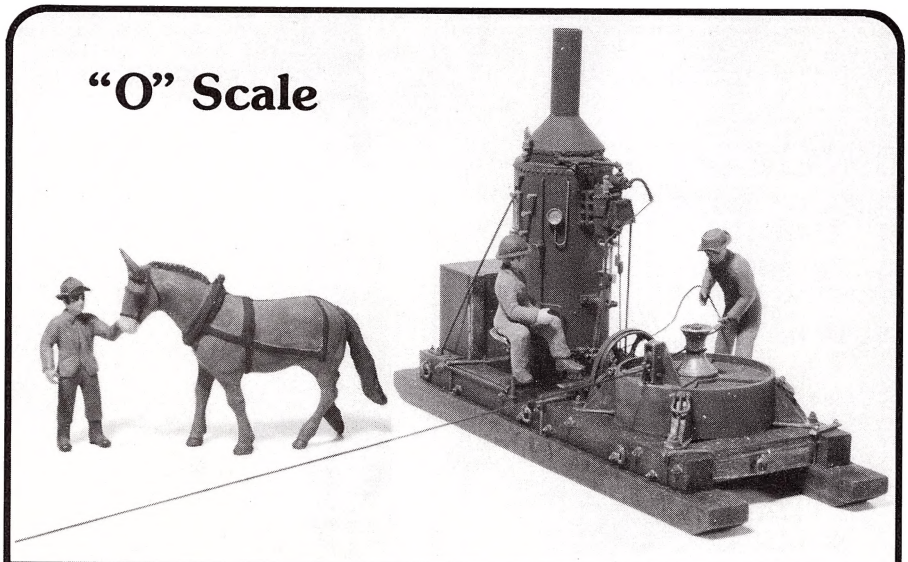

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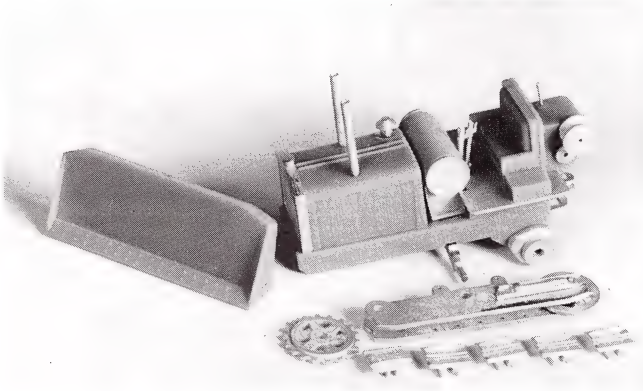
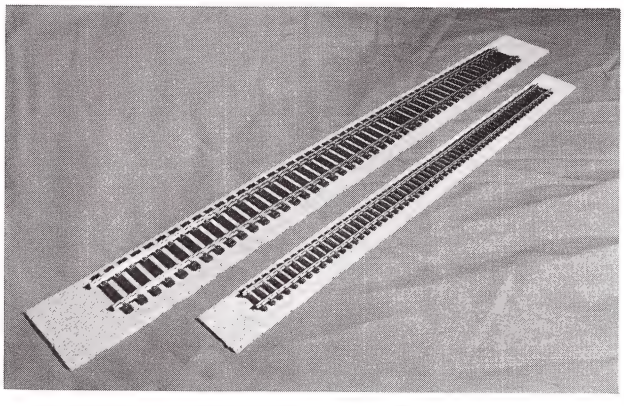
NEW in REVIEW

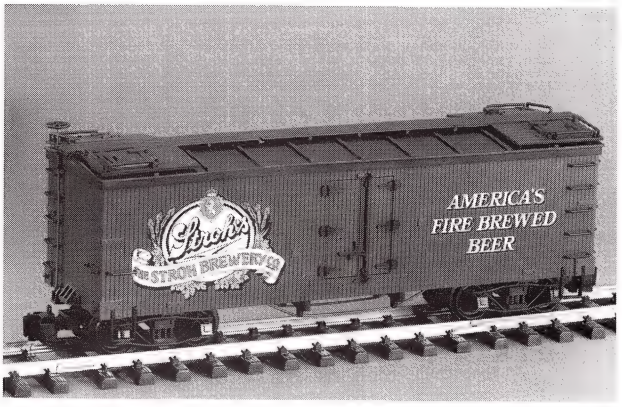
Keith Blanchard Productions, 4064 W. Los Altos Ave., Fresno, CA 93722 has produced a kit for a coal house that is available in either O or S scales. Patterned after buildings on the Denver & Rio Grande Western some of which still exist in Chama and Cumbres, it sells for $28.00. The kit's Kappler Wood is mostly cut to size and sorted into three bags for easy identification. Other materials include Grandt Line door hinges and hasp, cardstock, and paper roofing strips. Board-by-board assembly went quickly with the aid of the instructions and eight templates provided. I placed my templates over a cork underlay and used pins and drafting tape to hold the boards in place for gluing. If you are a Colorado narrow gauge modeler, this structure will be right at home on your layout. *Dave Adams.*



American Model Builders, Inc., 1408-10 Hanley Industrial Ct., St. Louis, MO 63144 has been bringing out a variety of detail parts and kits. A good example is the kit for the excellent O scale Bates bulldozer shown – it includes a selection of urethane and Cerro-Bend castings that go together easily. The AMB Cerro-Bend parts are very crisp and easy to assemble with ACC. I was able to get my superstructure together very quickly just by referring to the detailed sketches provided in the instructions. Assembling the tracks, however, was more complicated and I couldn't complete the kit before deadline. I am delighted to see this Bates tractor available because it is unusual, easily assembled, and loaded with detail. The kit sells for $49.95 complete with the bulldozer blade assembly. *Bob Brown.*

Track 2 Hobbies, Inc., 4324 West Saginaw, Lansing, MI 48917 has a new 100 percent Portugese cork HO scale roadbed available. This contoured roadbed is called PROTO-BED and is half the height of other brands of roadbed. You can ballast it or use it as is. You simply lay it down and attach your track for a very realistic-looking reusable roadbed. *Bob Brown.*

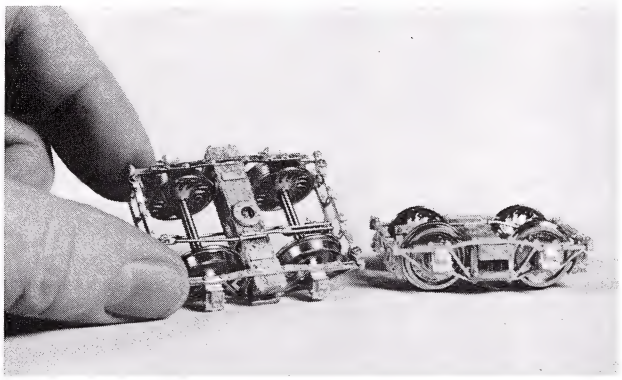


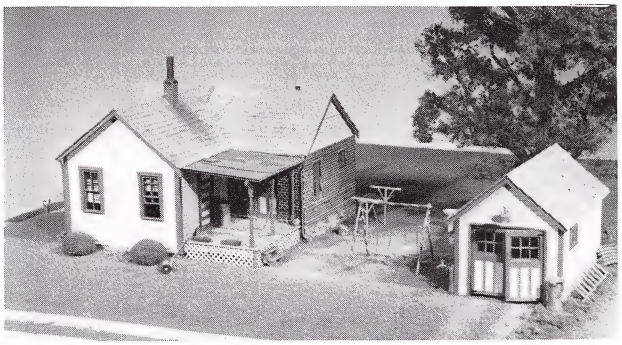


Delton Locomotive Works, 120 Maple, P.O. Box 408, Delton, MI 49046 has their new G gauge Stroh's refrigerator car ready. It comes with sprung trucks and either automatic knuckle or LGB style couplers, and is painted and decorated in authentic Stroh colors. See your local dealer for these cars. *Bob Brown.*

Pacific Short Line RR Co., 710 N. 19th St., Cottage Grove, OR 97424 has some new West Side Lumber Co. On3 trucks ready. These are the beautiful lost wax cast trucks used by Beaver Creek on their West Side Tank Car. I was hoping someone would bring these trucks out and PSL has done just that. The trucks come in eight-spring and twelve-spring versions, and are assembled and ready to run. The wheels have cast brass centers with raised letters and steel rims. These are excellent quality trucks and sell for $35.95 plus $2.00 a pair. Unfortunately only 50 sets of each style of truck are being made, so hurry.

PSL also has a set of lost wax parts for an On3 Pacific Car & Foundry disconnected log truck. This is a very detailed kit and comes with Grandt Line wheels. The kit sells for $34.95 plus $2.00. *Bob Brown.*





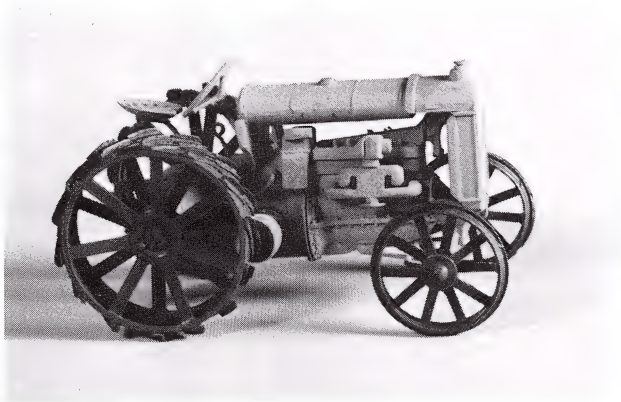
Builders In Scale, P.O. Box 441432, Aurora, CO 80044. This HO scale kit, their most recent, is called "630 Elm Street." It builds into a small brick and frame house, complete with a garage, swing set, dog house, clothesline, old bathtub and everything else needed to create a typical 1920s or '30s house and garden area. There are over 60 white metal castings and a very complete set of instructions in the kit. The house can be built in eight different ways with the material provided in the kit. "630 Elm Street" sells for $42.98.

Builders In Scale is also offering a set of HO scale Venetian Blinds for $2.49 and three different types of gummed, laser-cut, Victorian shingles in curved, diamond, and octagon styles. Each style is priced at $3.49 for 5 to 6 square inches. *Bob Brown.*

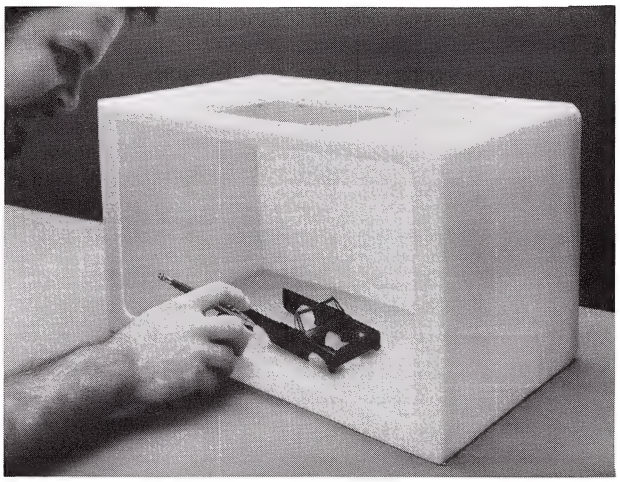
N-C-O Shops, 1165 LLagas Road, Morgan Hill, CA 95037 and High Sierra Models, 953 West Moana Lane, Reno, NV 89509 are offering parts for the ¼-inch scale Proto:48 market. Proto:48 refers to correct standard gauge ¼-inch scale models. Building models using these perfectly accurate scale track and wheel standards requires special gauges, wheels, and turnout parts.

N-C-O Shops has produced a stamped metal gauge for track and wheels at $5.95 plus $1.75 and has three-point track gauges for codes 083, 125, and 148 at $4.95 each plus $1.75. Also available are conversion bolsters with or without wheel sets for two PSC tenders and Harriman cars. N-C-O will also convert your models to Proto:48. Write for their prices.

You can also get the N-C-O track gauges and conversion bolsters from High Sierra who offer excellent, finescale standard gauge Grandt Line wheels for $8.50 per set of four axles, as well as some detailed turnout casting sets with bolted frogs and guard rails for $17.98. Write for their list of other offerings. *Bob Brown.*



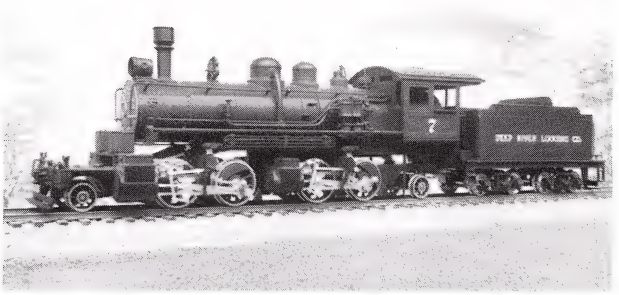
McKenzie Iron & Steel, P.O. Box 3695, Eugene, OR 97403 now has several O scale versions of the Fordson Tractor available. These great little machines were developed by Henry Ford and used in America and Europe during and after World War I. Besides working on farms as conventional tractors, they were adapted for all sorts of other uses, including portable power plants, road scrapers, and even "steam" shovels. The McKenzie kit for the model shown is extremely detailed; it even has individual ignition wires. The parts are crisp Cerro-Bend castings (made by American Model Builders) and fit together perfectly. The instructions look like a little Fordson catalog and are complete with a history of these little tractors. I assembled my kit with no trouble using ACC adhesive. There are several versions of this tractor available – for $27.95 plus $1.50 shipping. The first is the basic farm tractor shown. Then there is an Irish version with cast front wheels, an industrial version with solid wheels and hard rubber tires. There is also a skid-mounted power plant for $21.95 plus $1.50. Kit purchasers qualify for a newsletter describing the hundreds of variations that can be built from the kit. *Bob Brown.*



Badger Air-Brush Co. has a new lightweight hobby spray booth ready. Made from clean, transparent polypropylene, it measures 20 inches long by 12 inches high by 12 inches deep. The motor drive is light so the entire booth only weighs ten and one-half pounds. There is an 8- x 5-inch transparent window in the top of the unit to let in light. See this new booth at your local dealer. *Bob Brown.*

Depot G Hobbies, O S 371 Florida Lane, Winfield, IL 60190 has a new limited run G gauge Western Union Telegraph Co. work car. This model was manufactured for Depot G by Delton and sells for $67.00. *Bob Brown.*

GRS Model Brass, P.O. Box 16063, Shawnee, KS 66203 has a wonderful new HO scale working campfire kit for sale. This kit consists of a scenic hydrocal base, two painted figures, a Flamemaker electronic device, and instructions. The photo shows the kit plus a competed working campfire scene. The complete set sells for $27.50 including postage and handling and a spare Flamemaker bulb. *Bob Brown.*



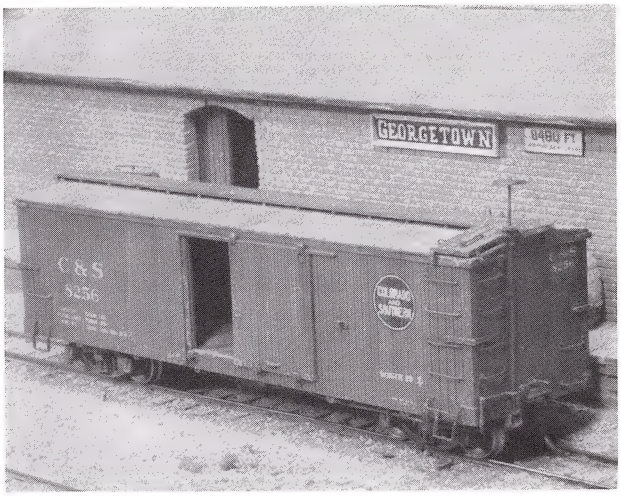
Oriental Limited, 4001 N. St. Joseph Ave., Evansville, IN 47712 has a new HO gauge Little River Railroad Baldwin 2-4-4-2 for $225.00. This popular little engine runs very well and can be ordered in any of five painted and lettered versions including Little River Railroad, Columbia River Belt Ry., Deep River Logging Logging #7, in black paint with no lettering, and in brass with no lettering. See this new model at your dealer. *Bob Brown.*

Timber Products, 2029 E. Howe Ave., Tempe, AZ 85281 has a new scenic material available called Wild Weeds. This material is like fine hair and is teased out, cut off, and glued down to form weeds, and grass. It comes in 24 colors, and sells for $2.98 plus $0.50 for a package of about 12 cubic inches and complete instructions. Their "Rainbow of Choices Foliage/Ground Cover" is $2.49 plus $0.50 for 30 cubic inches in any of twenty different colors

Timber Products also has some excellent asphalt road material available. It is real sheet asphalt and comes in versions for either old or new roads. Two 8- x 18-inch sheets sell for $3.29. You can order the sheets in sets of two new sheets or two old sheets, or one of each sheet. For more information, send a large SSAE (with $0.25 stamp) for a brochure packet from Timber Products. *Bob Brown.*

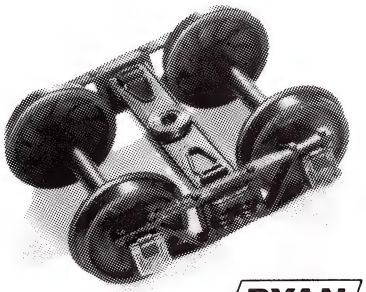
Grandt Line, 1040-B Shary Ct., Concord, CA 94578 has followed up their HOn3 steel underframe Colorado & Southern gondola kit with this new HOn3 C&S steel underframe boxcar kit. They've captured all the C&S flavor, from the cast-on forged end brackets to the thirteen ribs (yes guys, I know there are thirteen, but the roof walks cover those at each end), on the Murphy roof. My data shows the Grandt boxcar is almost 3 inches too short, but as Grandt Line points out in the history on the instruction sheet, a lot of things above the steel underframes varied on these cars. I would have liked the roof ribs to be a little more prominent, but I'm not going to quibble with the exact scale detailing found on this fine Grandt Line kit. Before you paint your kit, you should add the roof edge brackets with dots of 5-Minute Epoxy as I did.

Along with the excellent styrene and Delrin castings, you get a decal sheet that allows you to produce any of the variations of car lettering used on the C&S, with the exception of the old block lettering. RGS modelers aren't overlooked, and can letter this car for any of the number of ex-C&S steel-framed cars the RGS owned. Just follow Grandt Line's suggestions on "flavor of Boxcar Red," and paint accordingly. The photo shows my first Grandt Line steel underframe boxcar – I lettered it for the C&S (my



UC&N does interchange with them) but later additions will get my own UC&N decals. The kit is priced at $18.00 plus $2.75 shipping and includes everything but paint and couplers. *Harry Brunk.*

G Gauge **RYAN** **½" Scale**



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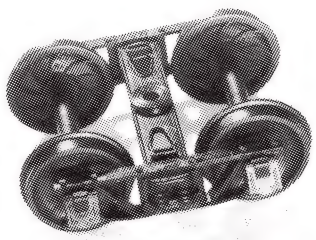
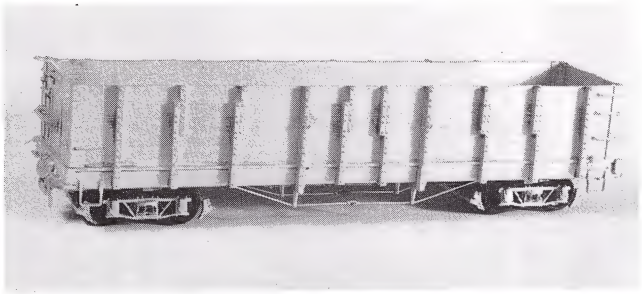
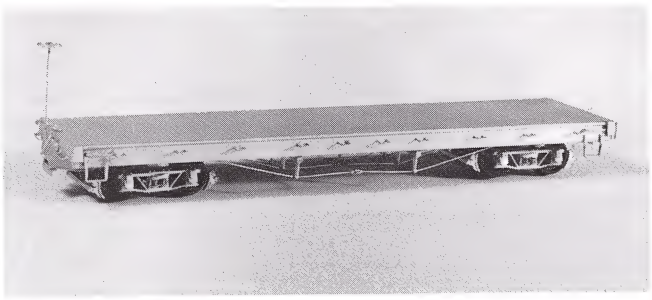


RYAN Equipment Company, Inc. — Railway Products Division
749 Creel Drive, Wood Dale, IL 60191 **Phone 312/595-5711**

D&RGW High Side Gondolas Pipe Gondolas & Flats



D&RGW High Side Gondola will be done in 4 versions.



D&RGW Flat Car - This flat was cut down from the high side gondolas and will be done in 3 versions.

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In Brief...

Those of you who read **Derrell Poole**'s excellent article "The Colorado & Southern Connection" in the March/April 1987 **GAZETTE** will be happy to know that Derrell now has available the special detail parts mentioned in the article. He has several Cerro-Bend striker plates and bolsters for sale as well as a complete C&S plan and custom-building service. Write to Derrell at the C&S Connection, 17870 Black Squirrel Rd., Colorado Springs, CO 80908. Link & Pin Hobbies, P.O. Box 3352 Littleton, CO 80161 also carries the C&S Connection line...

J&M Distributors, 1760 Monrovia, #A-15, Costa Mesa, CA 92627 is re-introducing the HO scale Old Town Lighting Kits. These kits are for lighting the outside of structures and contain four types of fixtures: for mounting on vertical walls, slanted roofs, and on the ground (double or single). Each set has either eight fixtures (wall or roof) or four fixtures (ground) and sells for $3.25. The white metal castings are set up to take mini-bulbs or the pearl-like globes provided in each kit...

Ken Ruble, 4696 Mia Circle, San Jose, CA 95136 is offering a custom-painting and repair service. His locomotive-painting prices range from $110.00 to $140.00. Ken has recently painted a number of PSC Pullman and Harriman passenger cars and can do these for $100.00 if you supply the decals. Write to him for complete details...

The PNR, NMRA 40th Annual Convention will be held August 10-14, 1988 at the Seattle Marriott Sea-Tac Airport. Call Gil Wood, 206/839-3771 for details.or write to him at 3001 S 288th #278, Federal Way WA 98023...

The Friends of the Cumbres & Toltec Scenic Railroad Inc. are looking for active volunteers to help on the railroad. They need hands-on help as well as donations. Send $15.00 to P.O. Box 222, Chama, NM 87520. You'll receive their newsletter and help preserve the railroad. Also use this address to get a registration packet for their August 20 slide show and information on other social and work events. Phone Bill Lock, 505/293-3210 for more details on this valuable organization or write him at 7801 Academy N.E., Bldg. 2. Ste. 102, Albuquerque, NM 87109...

The Model Railroad General Store, P.O. Box 10131, Burbank, CA 91510-0131 is pleased to announce their acquisition of the tooling and inventory of the former E&B Valley line of HOn3 rolling stock...

A new club called **"Friends of the Silverton Northern Railroad"** is being formed. Call or write Craig Kumler at 1935 Ashland Way, San Jose, CA 95130, 408/247-4282 for details...

El Dorado Narrow Gauge: the Diamond and Caldor Railway by Mallory Hope Ferrell will be published this fall by Pacific Fast Mail, Edmonds, Washington. Watch for it...

"S"cenery Unlimited, 310 Lathrop Ave., River Forest, IL 60305 has a new S scale model of the Reading Railroad's Rushland, PA freight/passenger depot. It sells for $35.95 plus $2.75...

When visiting Colorado this year don't overlook the **Western Museum of Mining and Industry,** 1025 North Gate Rd., Colorado Springs, CO 80921. Plenty of working mine engines and Wilfley tables...

Ryan Equipment Company, 2674-76 Coyle Ave., Elk Grove, IL 60007 has brake gear available for their ½-inch scale short wheelbase trucks. The parts are made by Grandt Line...

The Galloping Goose Historical Society of Dolores, Inc., Box 297, Dolores, CO 81323 has received a $14,000.00 grant from the Colorado Initiatives Economic Development Program to help restore Goose #5. They need members, so write for information...

The following models were stolen March 7, 1988 while *en route* from Omnicon Scale Models to Tom Lennon of Mineapolis, Minnesota. If you see these models please call either Charles Sandersfeld at 312/981-0808 or Tom at 612/941-9668. The models were all S gauge by Omnicon and consist of two RDC-3's, one F7-A Diesel and two bags of detail parts...

Shape-Up, Inc, P.O. Box 12895, Wichita, KS 67277 has a new miniature precision shaper which uses a standard hand-held rotary tool. It sells for $29.95...

The Harrison, Ontario, Canada, **Boomer Auction** will be held October 29, 1988. Contact C. Homuth at 519/338-2516 for details...

The First Annual Mid-America Sn3 Get-Together will be held October 21-23, 1988 at the Ohio State Fairgrounds in Columbus, Ohio. Write or call Harry Sage at 8203 Central College Rd, New Albany, OH 43054, 614/855-9914 for details...

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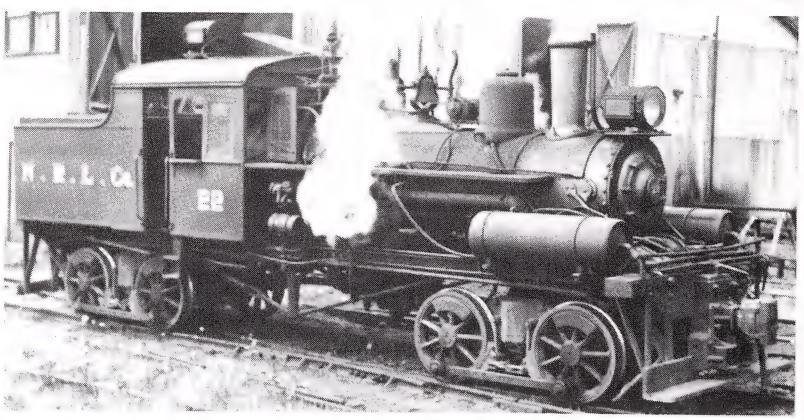

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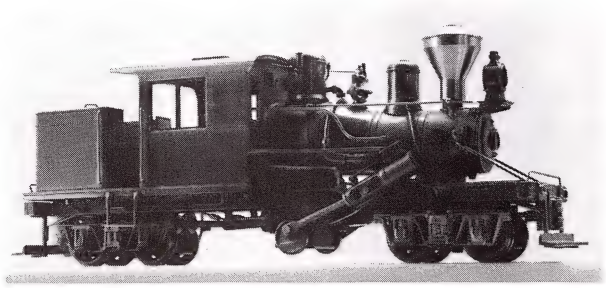

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EIGHTH NATIONAL NARROW GAUGE CONVENTION
Wilkes-Barre & Scranton, Pa.
1988

WHEN: August 17, 18, 19, 20 & 21, 1988
Wednesday through Sunday
Registration begins 10:00 a.m. Wednesday
Convention activities begin at 1:00 p.m. Wednesday

WHAT: Modular layouts, clinics, manufacturer's displays, popular vote model contest, layout tours, popular vote photo contest, mining museum tours, prototype railroading, hobby shops, ladies' program, and live auction

COST: Full Pre-registration (before 6-15-88) $55.00
Full Registration (after 6-15-88) $65.00
One-day Registration $30.00
Optional ladies program $35.00
NO REFUNDS AFTER AUGUST 1, 1988!

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AN ONGOING CLINIC ON MODULAR LAYOUT CONSTRUCTION
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Reservations must be made directly with: The Woodlands Inn & Resort
1073 Highway 315
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RATES:
Single: $55.00
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Registration

REGISTRAR: 8th National Narrow Gauge Convention
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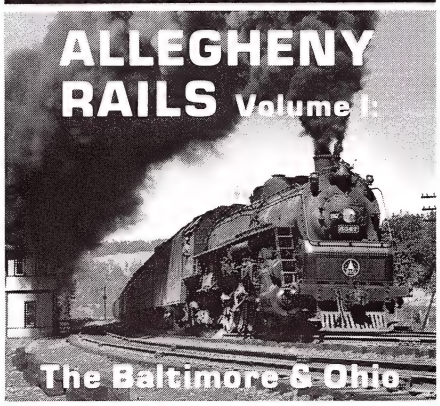
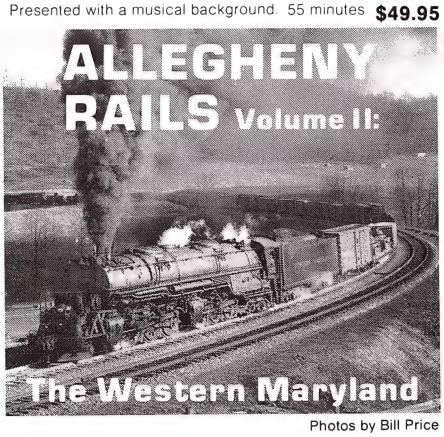
FROM THE WILLIAM P. PRICE 8mm FILM COLLECTION



Filmed in 1953 and 1954 by William P. Price on the Pittsburgh Division over Sand Patch Grade and the Cumberland Division's west end. See these classics in action: "Big Six" 2-10-2, EM-1 2-8-8-4, P-1d 4-6-2, Qlba 2-8-2, Alco FA Diesels. B&O's famous "Washingtonian" and other passenger trains are also featured. Documentation provided by Harry Stegmaier, Jr. and Bill Price. Narrated by Rege Cordic. Presented with a musical background. 55 minutes **$49.95**



Photos by Bill Price

Filmed in 1953 and 1954 by William P. Price on the Mainline to Connellsville and the Elkins Subdivision at famous locations such as the Salisbury Viaduct, Big Savage Tunnel, Helmstetters Curve, Black Fork Grade and more! Features Decapod 2-10-0, Challenger 4-6-6-4, H-9 2-8-0, Pacific 4-6-2, Potomac, 4-8-4, F-7 and Alco RS-2. Historical documentation by Harry Stegmaier, Jr. and Bill Price. Narrated by Rege Cordic. Musical background. 52 minutes **$49.95**

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GETTING THEM RUNNING

"DRAGGER" CARS

by Jim Vail
Photos by Bob Brown

Several years ago I was lucky enough to visit John Allen's famous HO gauge Gorre & Daphetid Railroad on several occasions. Because there was always so much going on and so much to see, many visitors failed to notice some of the unique features of his layout. One of these features was what I call "dragger cars" – freight cars with Masonite track wipers riding around under them.

John's trains averaged ten cars each so he installed a wiper on every tenth freight car. That way one train might have two wipers in its consist while another might have none. But on the average, each train pulled one "dragger car" around the track. The cars with wipers were just average cars, ones that were not assigned to a special service or siding. In this way all of the tracks were exposed to some track-cleaning action. For his "dragger cars," John chose "Plain Jane" cars – cars that didn't stand out, so no special attention was drawn to the wipers. You really had to look for those track-cleaning cars.

When I first laid the track on my HOn3 Glenwood & Black Creek Railroad I used a hard eraser type track cleaner to clean my rails, but I eventually broke enough scenery that I remembered John's method of regular and automatic track cleaning. So I paid John the ultimate compliment: I copied his system.

My HOn3 railroad has rolling stock a little bit smaller than John's HO standard gauge cars but using his wiper system has been no problem. I chose the excellent Rail Line 30-foot boxcar as my standard "Plain Jane," car. I had to leave off the truss rods, queen posts and beams, and the brake cylinder and rigging to clear the blocks of Masonite used to clean the rails.

Fig. 1 shows how I built my wipers. The width shown is the minimum width that won't fall between the rails on my 24-inch radius narrow gauge curves. Standard gauge track, sharper curves, longer cars, or a larger scale will need bigger wipers. You will have to experiment to find the right width. I paint my wipers Floquil Black on the top and sides to camouflage them.

The rough side of the Masonite should rub the rails and the ends of the wiper must be generously rounded as shown in fig. 1, so the slider won't trip on track irregularities.

Title Photo: Two of the author's "dragger cars" with their wipers in place. These ordinary-looking freight cars clean the author's HOn3 track everytime they go out on his Glenwood and Black Creek Railroad.

The "Plain Jane" cars unmasked. The wiper has been detached from the car on the left. The wiper is still in place on the right hand car.

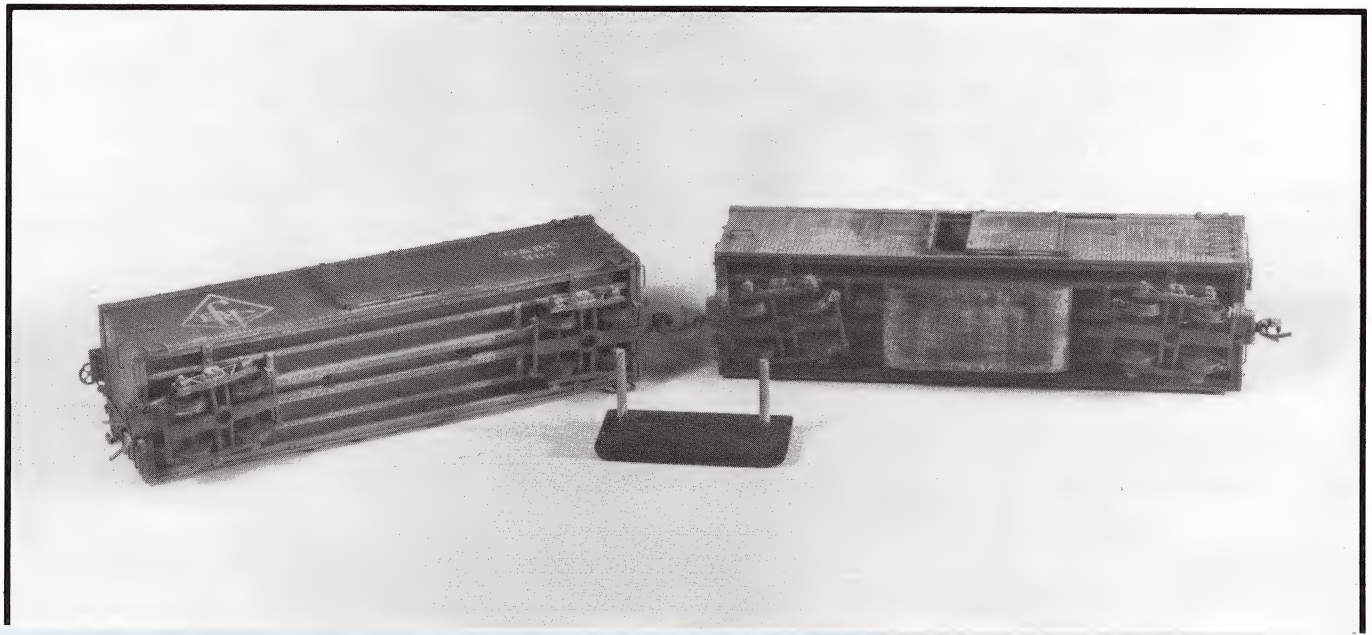
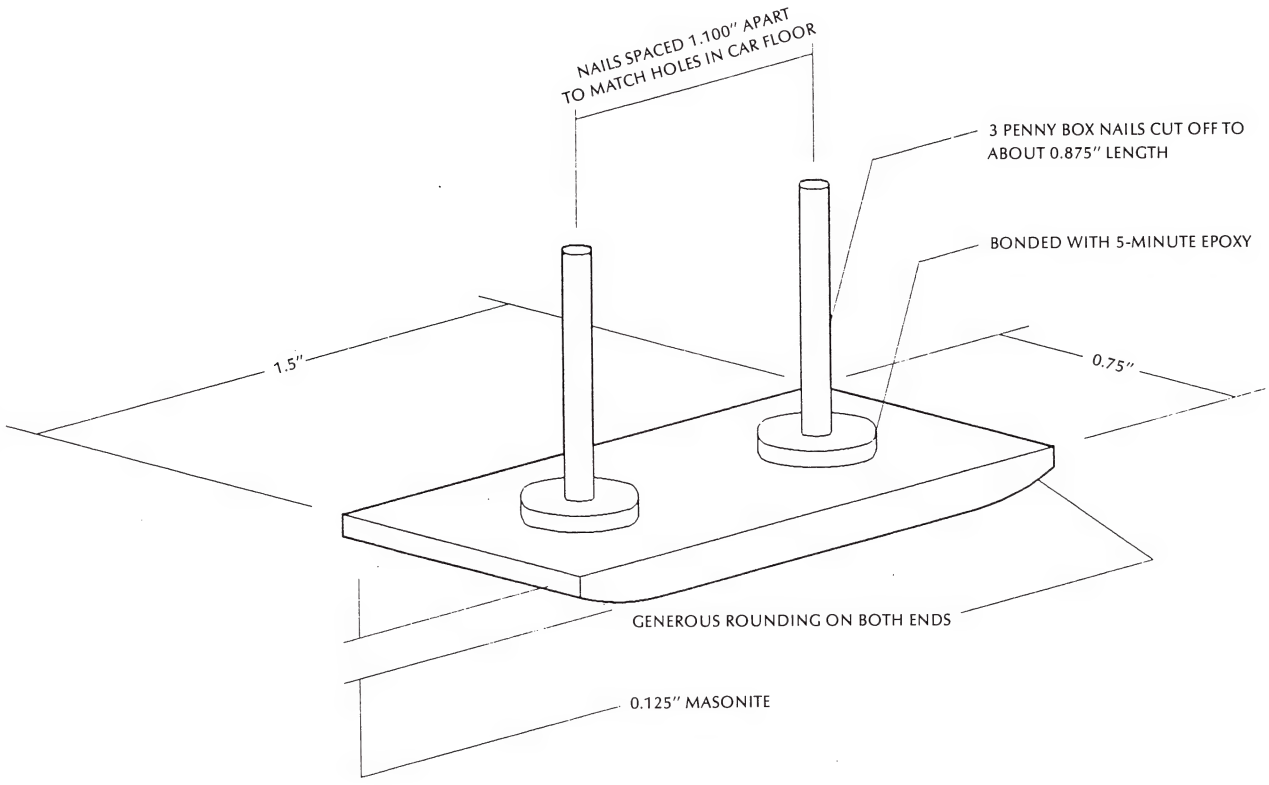


Fig. 1. The Track Wiper



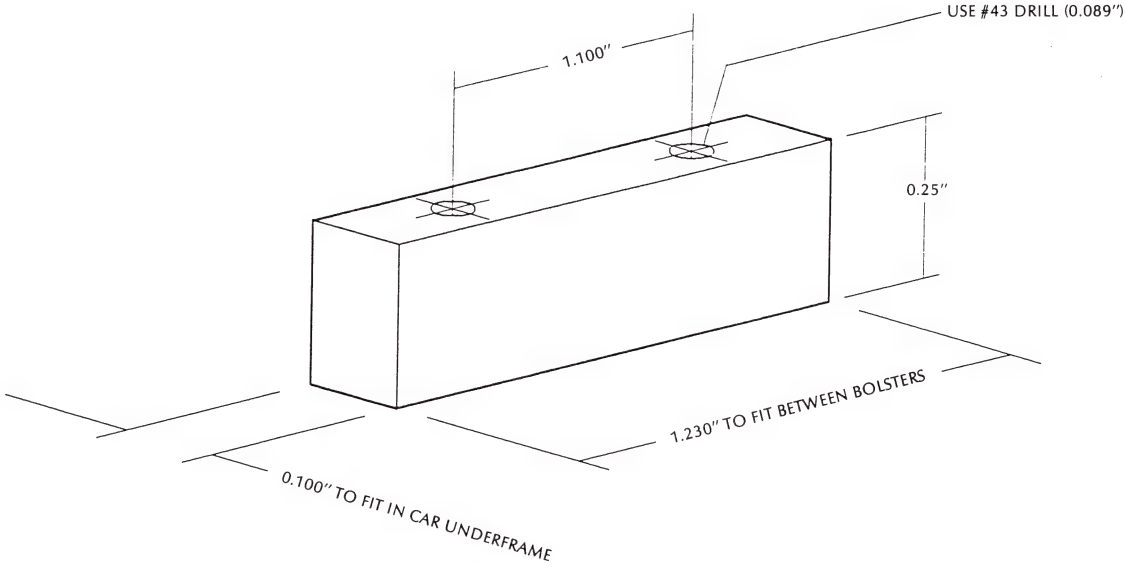
I used coarse sandpaper to round my Masonite. The nails holding the wipers must be parallel to each other and spaced exactly the same as the holes in the floor of the car to insure that the wiper can slide up and down freely.

I spaced the nails in each wiper and the holes in the floor of each car the same so all my wipers are interchangeable. It was easier to achieve this interchangeability by using two jigs. The first one was a drilling jig (fig. 2.) This jig should be made from steel so the holes will not grow larger as you use it and should fit on the underside of the car between the sides and the truck body bolsters. The second jig (figures 3 and 4) was used in bonding the parts of the track wiper together. This jig could be made from any material; however, Teflon, which will not stick to epoxy is the best.

These jigs are best made on a milling machine but they can also be hand-filed to shape. You will need a drill press to drill the holes. To make sure these holes are squared-up, parallel to each other, and the same distance apart on both jigs, clamp the two jigs together and drill both of them at the same time.

To use the drilling jig, I nestle it down on the underside of the car, clamp it if necessary, and drill holes into the floor of the car. I used 3d (3 penny) box nails that have been clipped off to about ⅞" length and

Fig. 2. The Drilling Jig.



cleaned off any burrs. Then I mixed five-minute epoxy and applied it to the nail heads before they were placed on the Masonite wiper. Fig. 4 shows them on the wiper with the bonding jig holding them in place while the epoxy sets. I did not use ACC because it sets too fast and prevents the nails from being moved around to the proper position when the jig is placed over them.

The wipers just lay under the cars with the nails sticking up through the holes in the car floor. The nails must slide up and down very freely so the wiper will remain in contact with the track at all times. Any bind will cause derailments and/or poor cleaning. The holes can be enlarged if necessary, but if you do this, be careful because over-size holes can cause too much freedom and a whole new set of problems. If the wiper stays on the track when you pick up your car then the fit is just right.

I use rail lubrication along with my "dragger cars." I know this is a subject of great controversy, but I'll stick my neck out and just admit that I use Wahl Clipper Oil. Some modelers swear by this oil and some swear at it. It works for me. However, I have a close friend who uses No-Ox electrical contact solution – he says he uses it a lot fewer times than I use my Wahl Oil and his trains always run. Another friend, who has a sound system, said he just occasionally wiped off his rails. Make your choice to fit your needs.

On my layout I apply a light swipe of Wahl oil about once every two months. I hit each rail at intervals of 6 to 12 feet, being careful not to use too much oil because that harms operations. To clean the track and and spread the oil to all tracks and sidings my C-16 pulls a special cleaner train with a "dragger car" on each end. Sometimes, for example, just after building some scenery, I still resort to an abrasive eraser to clean my tracks.

I enjoy playing with my trains and watching long, multi-engined freights run on the main line, while the little Consolidations smoothly switch sidings. My trains average six or seven cars so I have one "dragger car" for every six or seven cars. With free wiper operation and occasional dabs of Wahl Clipper Oil, rail cleaning occurs silently and continuously on the Glenwood & Black Creek Railroad.

Thanks to the late John Allen for another one of his original model railroading ideas.

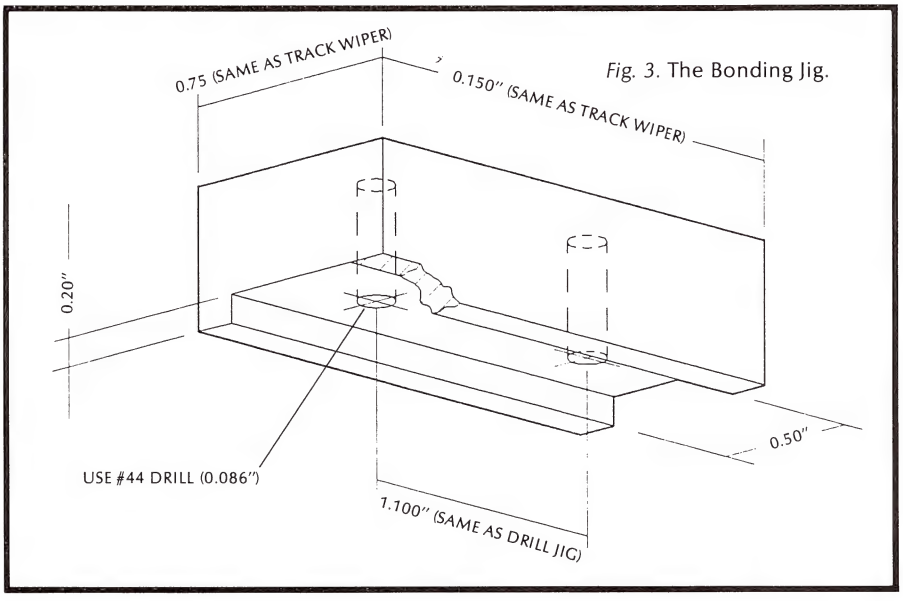
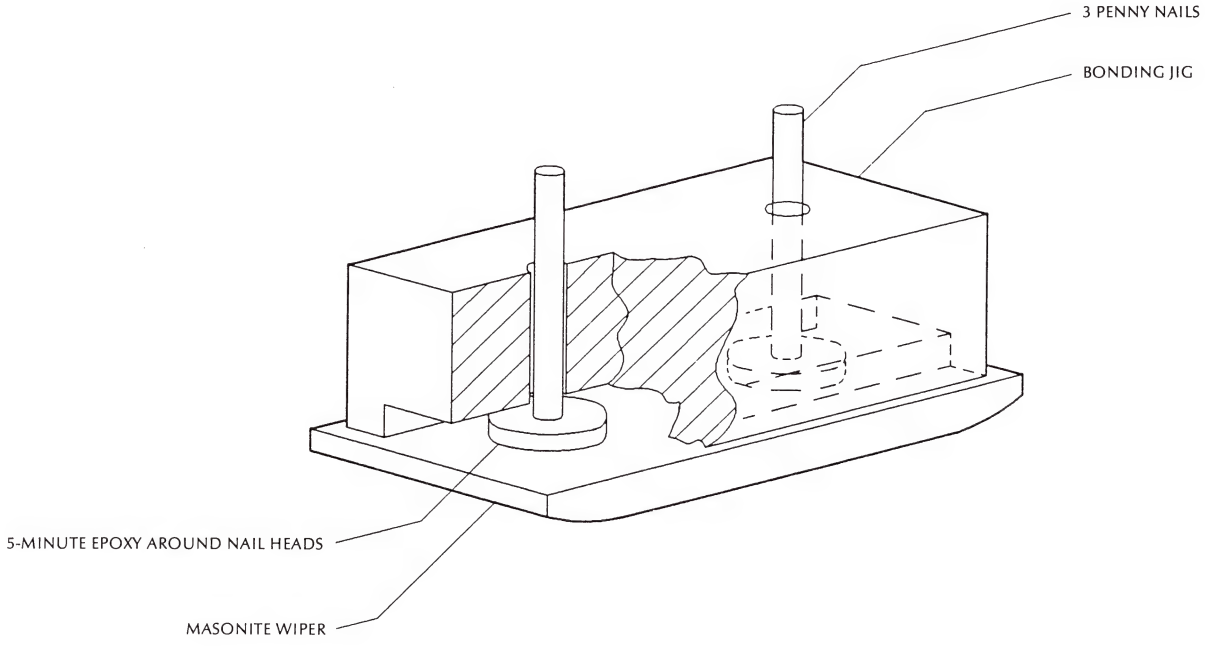
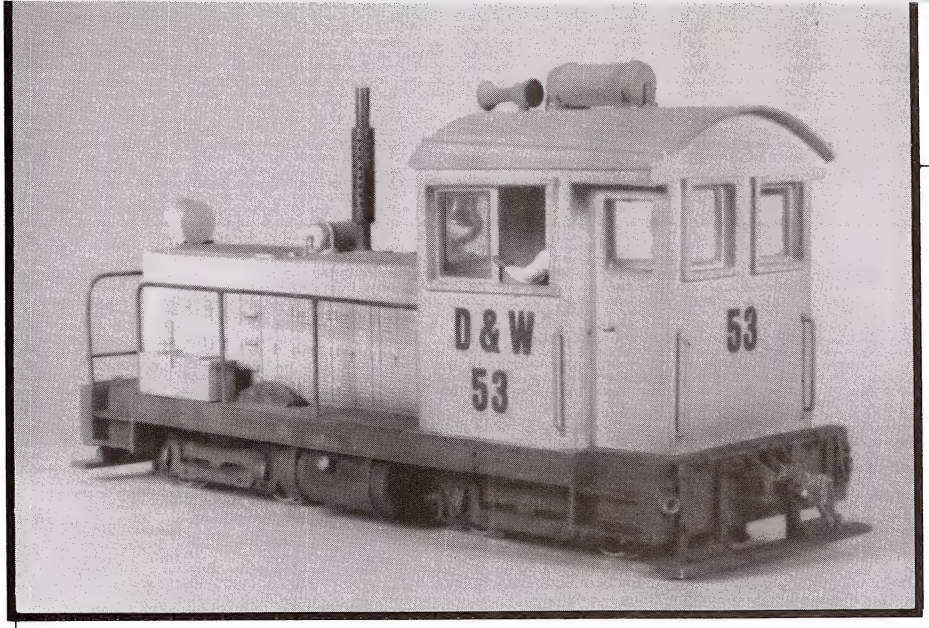


Fig. 3. The Bonding Jig.

Fig. 4. Bonding The Nails to The Wiper





Another Narrow Gauge Diesel

by Gordon North
Photos by the author

In the May/June 1986 "Robert's Ramblings," Bob Brown described how he built an On3 rail car using one of the Atlas HO gauge Diesel mechanisms made by Kato. Since then, **GAZETTE** pages have chronicled Bob's and my exploits doing such conversions using both the Atlas RS-3 and the shorter JMC/Concor SW-7 Kato mechanisms (see September/October, November/December 1986 and January/February 1988, **GAZETTE**s). For my On30 railroad, I can use these mechanisms right out of the box. On3 and Sn3 conversions are very easy if you use the techniques described in these articles. If you don't want to make your own, you can get urethane side-frame spacers for On3 conversions from Arkansas Scale Models for $2.00 a set.

This article shows my latest and probably my last Diesel/gasoline locomotive, an end-cab unit built on a Kato SW-7 mechanism as a companion to the center cab engine described in my article in the November/December, 1986 issue. This new locomotive has been the easiest of my Diesel conversions because I could use the hood/frame casting with only minor modifications. I had originally decided to make my hood from two Athern Hustler hoods spliced together but after examining the cast-on detail on the hood tops, I decided to use the SW-7 hood, modified with a Hustler radiator grill. This grill is larger than the SW-7 grill and has more of a "family resemblance" to the hoods of the other members of my Diesel/gasoline roster.

The SW-7 handrail attachments, exhausts, headlight, and the box on the front, were removed and the holes filled in with Squadron Green Putty or pieces of styrene as appropriate. An opening for the Hustler grill was made and the grill was fitted into place. I cut off the rear portion of the hood to fit the longer cab of my locomotive.

I widened the frame with 1/8- x 3/16-inch strips of styrene with some ¼-inch strips cut from 0.030 styrene added as side frame members. The end beams and steps were then built up from sheet and strip styrene on the widened frame. The superstructure was attached using the original SW-7 mounting pins.

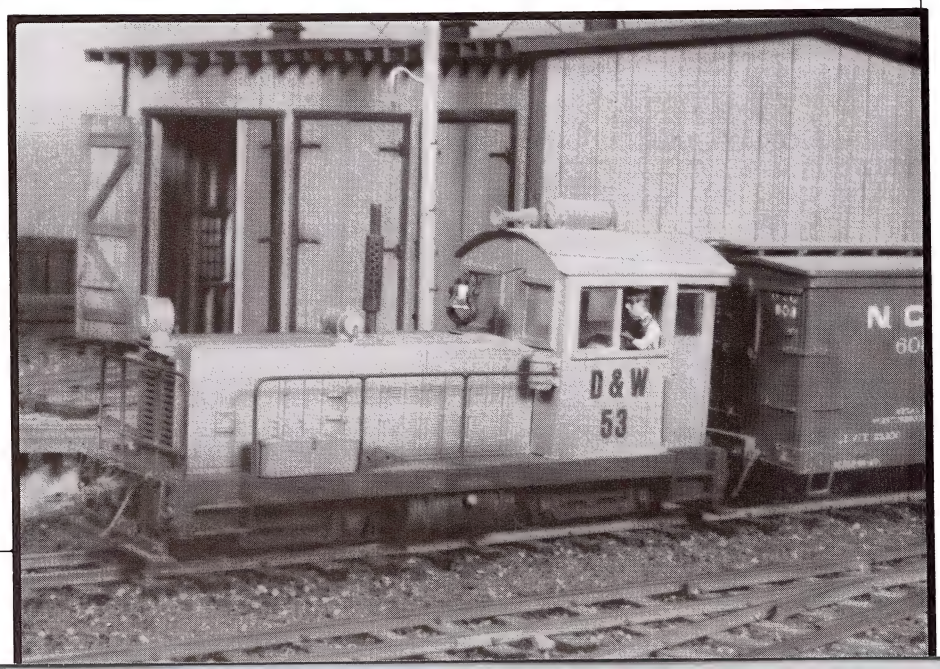
The cab was made from sheet styrene with strip styrene window trim. The design is a little unusual because I had to recess the cab doors so they would clear the steps in the frame. I used a hand-held paper punch to "cut" out the windows, nibbling away as close to the lines as possible and finishing up with a sheet metal nibbler to clean up the hole and then a file to smooth it to its final size. (Suitable nibblers are available from Radio Shack stores in the U.S.A.).

A PFM edge-ported speaker was mounted in a box inside the cab and ported down through a hole cut in the frame. The two DC blocking capacitors were glued to the inside of the cab between the speaker and the recessed door. I accidentally put the speaker on the engineer's side of the cab so I "closed" that window. The speaker leaves room for only one crewman and he has to sit on the fireman's side. We just do things differently on my Denver and Western railroad.

The bell and headlight are brass castings, the horn was turned from brass rod, the exhaust was made from brass tubing, and the various air tanks were made from styrene. The tool boxes are Hydrocal castings, and some re-railers and chain were added as clutter. The only modification I made to the SW-7 mechanism was to remove the fuel tank casting and add larger fuel tanks made from wood dowels wrapped with styrene.

The clear styrene window "glass" was difficult to install because of the sound components filling the cab. The model was also tricky to paint because it has a one-piece body and a two-color paint scheme. First I sprayed the hood and cab with with Floquil Reefer Yellow, then I spent a lot of time masking the hood and cab so that I could spray the frame with Grimy Black.

While I don't see long lines at the hobby shop fighting for the last Atlas Diesel, or urgent ads in the "Riptrack," I hope some of you are trying these conversions. There is no excuse for you freelancers not to build one. You Rio Grande fanciers can be excused, but the rest of you are missing a good time and some great motive power.



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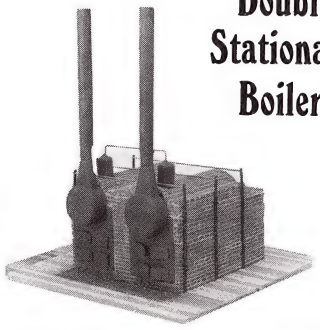

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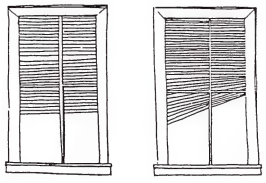

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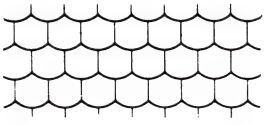

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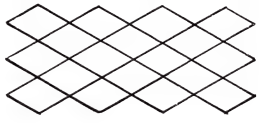

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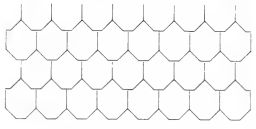

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THE Sn3 CRESTED BUTTE AND SOUTHERN

by Roger Malinowski
Photos by the author

I described my On3 Crested Butte & Southern layout in the September/October 1983 **GAZETTE**. Now, five years later, the Crested Butte and Southern is no longer On3, it's Sn3. This is the story of how and why I made the change. In the 1983 article I focused on one section of my layout called "Wagon Wheel Gap" that is 20 feet long but only 18 inches wide. In this article I'll again focus on that section. Perhaps my experiences may help when you decide to make a change of scale.

Years ago, when I started out in On3, I considered working in Sn3 but there were just not enough commerical items available. Now there is more available in Sn3 and my friends, Gary Schmauch and Phil Hodges, are in Sn3 so we can plan and enjoy our hobby together. I've also decided that in Sn3 I can better utilize the space I have available.

Nevertheless, deciding to make the change wasn't easy. It took several evenings of conversations with Gary Schmauch in the spring of 1985 before I decided to make the change to Sn3. One problem was what to do with the nice lot of On3 equipment I already had. This problem was solved when the eastern narrow gauge group known as the "Narrow Gauge Mafia" got wind that I was changing scales – they came over and bought up all my On3 models. This gave me the capital to start over again in Sn3. In September of 1985, Gary and I attended the 1985 Narrow Gauge Convention in Columbus, Ohio. We were astounded at the number of Sn3 products available – I could hardly wait to get my hands on some of those goodies.

Key for the Sn3 Wagon Wheel Gap

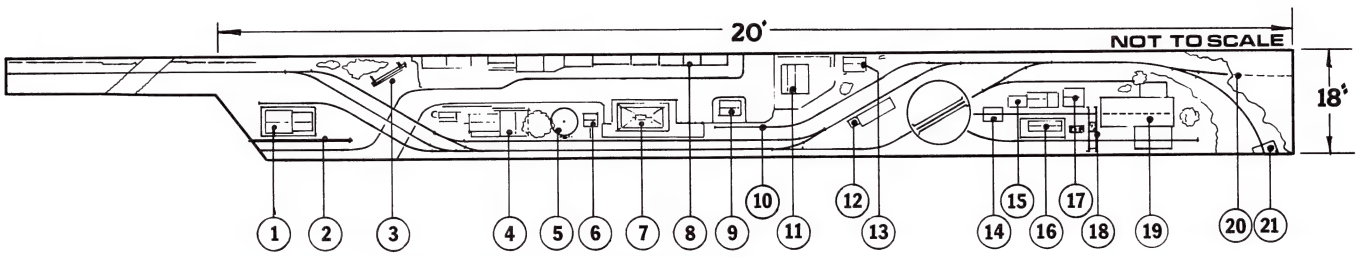
1. Freight station
2. Standard gauge
3. Chooch ¼-inch scale billboard
4. Plumbing and heating supply
5. V&T water tank
6. Handcar shed
7. Passenger station
8. False fronts
9. Supply shed
10. Business car siding
11. Gas station
12. Converted boxcar
13. Hodges Used Auto Parts
14. Ash pit
15. Sand house
16. Dispatchers office
17. Coaling station
18. Converted Durango Press HO crane
19. Engine house
20. Track to Rico, Telluride, etc.
21. Mating surface for liftout section

After years of building On3 models the new Sn3 kits were a refreshing change. For the most part they were easy to build and well-detailed. The P-B-L stockcar is an excellent example of one of the new Sn3 plastic kits. I have assembled 10 of them and find I can build these kits faster than the On3 cars I used to worked on.

I decided to keep the same overall theme, scenery, and general arrangement of my old On3 layout for my new Sn3 line. I would keep everything intact while scaling down the track – including structures and related details. With a few exceptions the new S scale buildings occupy the same foundations as the O scale models.

The first building redone in Sn3 was my plumbing supply. I had to rebuild it several times before it had the correct "busy" look I wanted. If you have a copy of the September/October 1983 **GAZETTE**, you

WAGON WHEEL GAP



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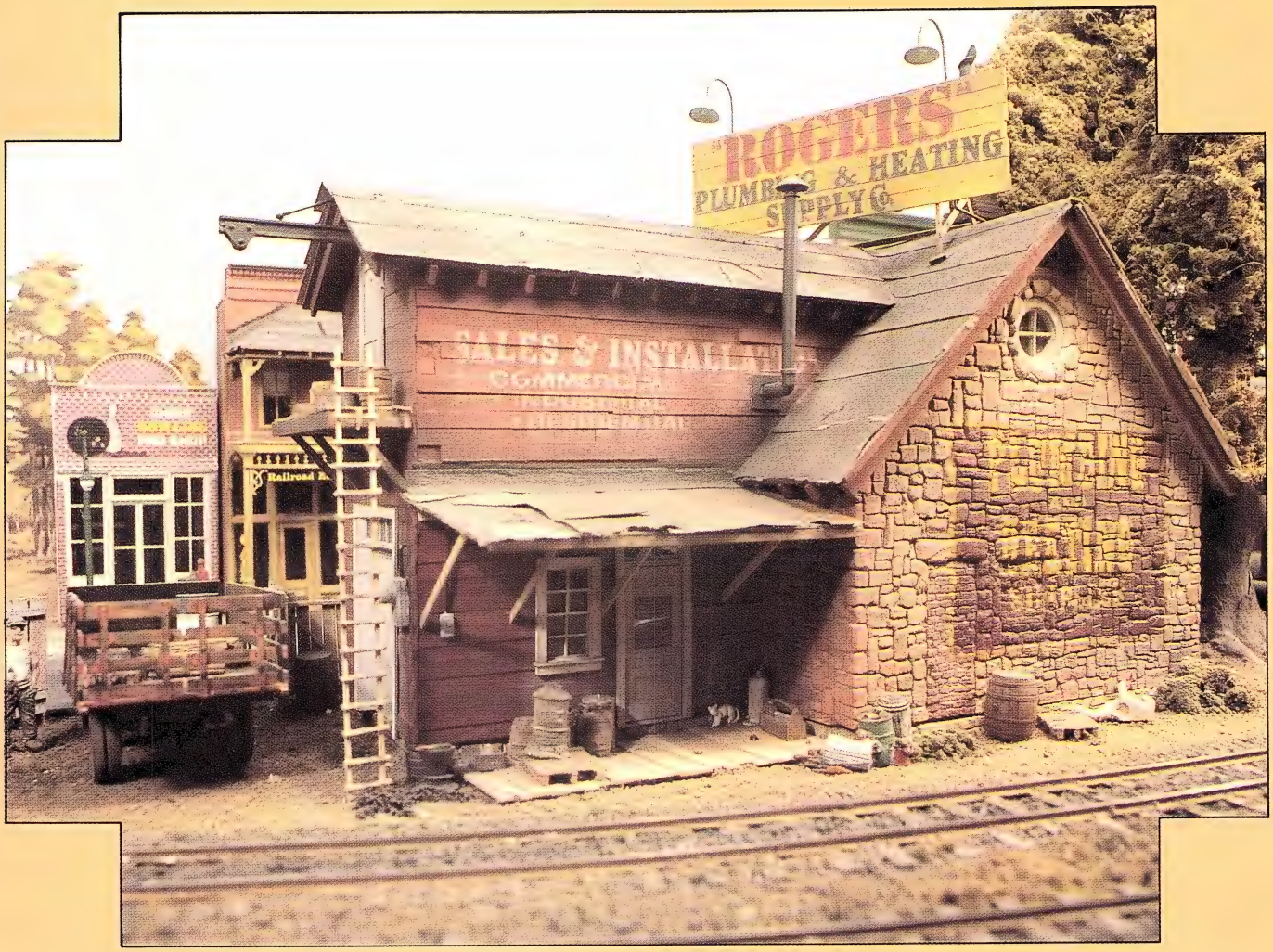


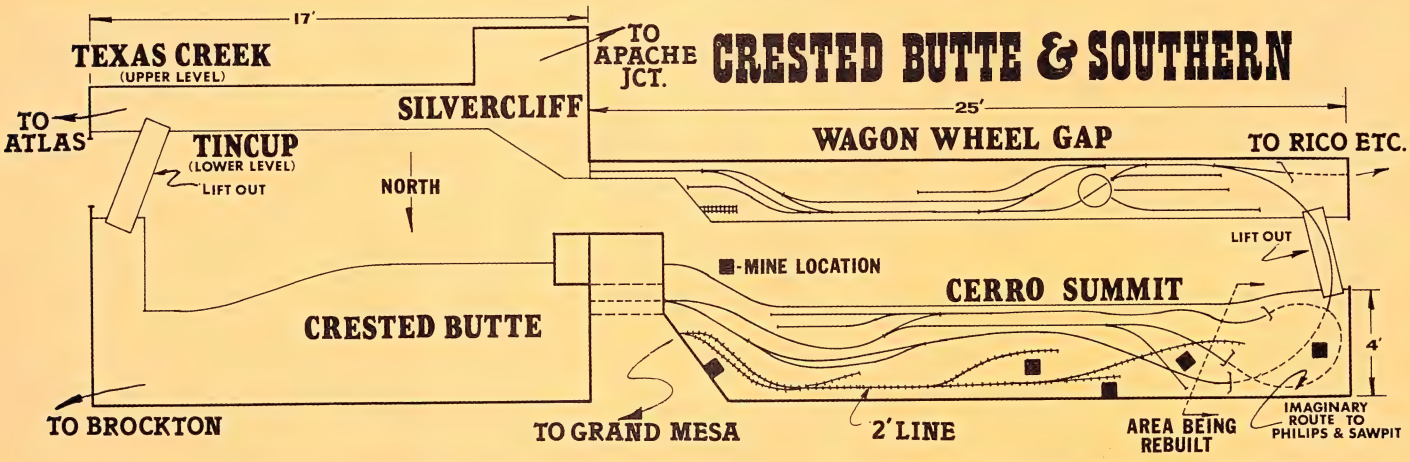
(1)* (14) (15) (16) (17) (4)

Opposite top: The author scratch-built this freight station in S scale but it is based on an HO scale Finescale Miniatures kit and has an interior that is fully detailed with HO scale parts.

* See layout plan page 23.

Opposite bottom: The engine servicing facilities on the author's Sn3 Crested Butte & Southern show attention to detail and subtle coloring.

Above: The Rogers Plumbing and Heating building was based on a similar model built by the author in O Scale.



(3)

When the author converted from O scale to S scale he was able to reuse this ¼-inch scale billboard made from a Chooch kit.

(11)

Opposite: The author scratch-built this S scale gas station to replace his old O scale one that was made from a Chooch kit.

(5)

This O Scale V&T water tank is still in use on the Wagon Wheel Gap Division of his Sn3 Crested Butte and Southern. The shed in the middle is for handcars and the edge of the passenger station can be seen on the right. Note the "GAZETTE" building in the background, part of a row of false front buildings that add interest and depth to this model.

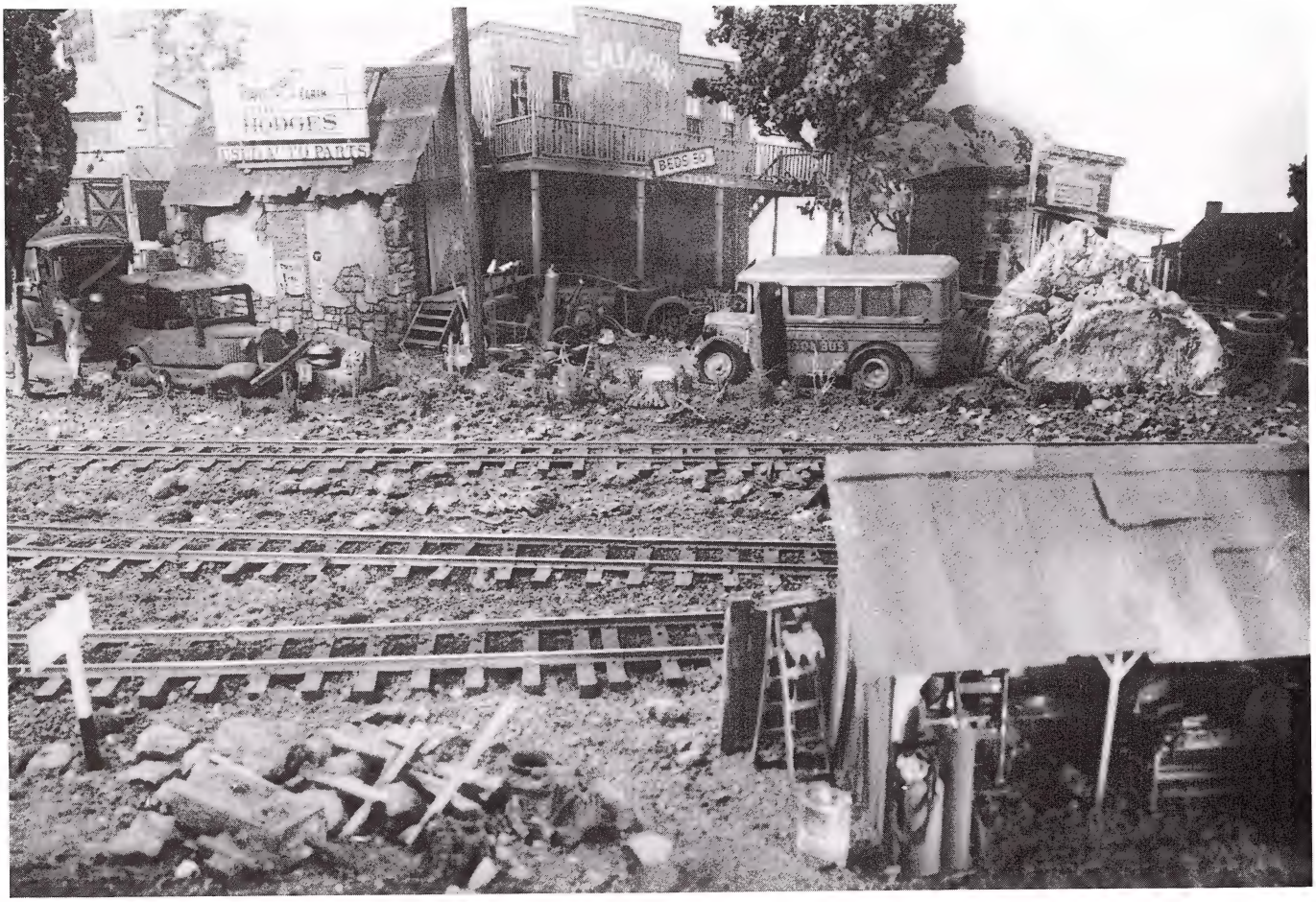
(7)

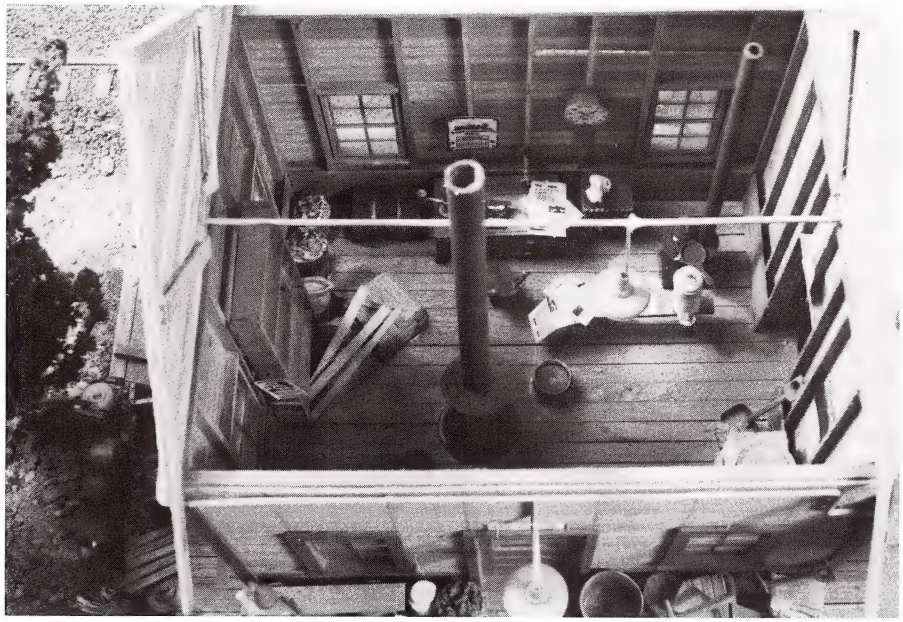
The Wagon Wheel Gap Passenger Station is a busy place.

(13)

Opposite: Hodges Used Auto Parts has quite a junkyard.

CITY BOX CO
217
GASOLINE OIL LUBRICATION


HODGES
BEDS $5



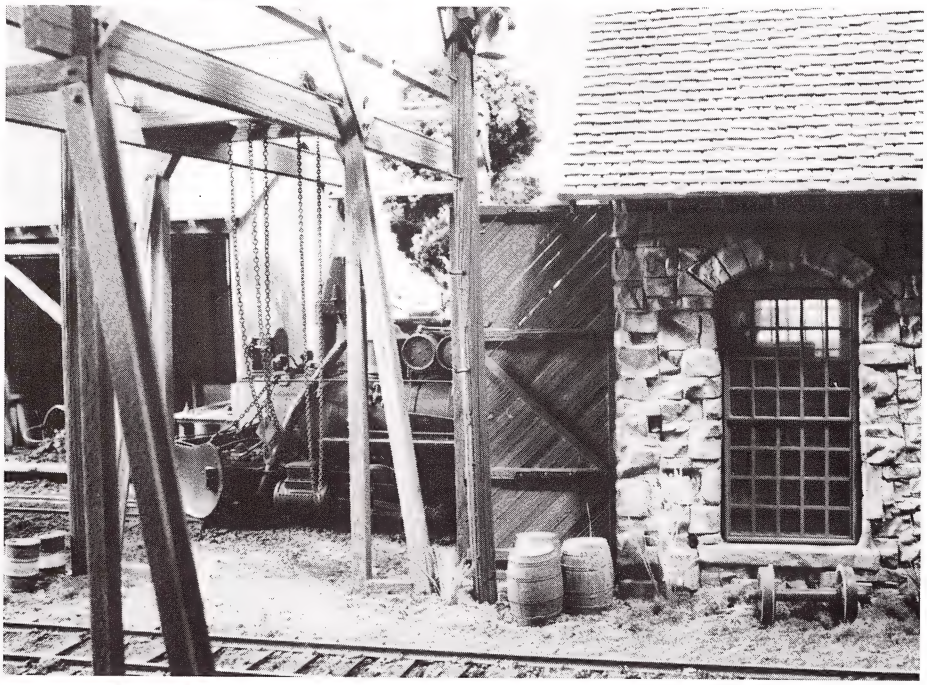
(16)

The interior of the dispatcher's office.

can compare the photo of the O scale model on page 40 with the photo of the S scale model here. Next I replaced my gas station; my O scale one was a Chooch kit so I had to scratch-build a new S scale station, using an extra set of Chooch decals to letter it. My new gas station has a garage door on the rear of it that the old one didn't have.

As I continued my rebuilding I found that making the false fronts was easy and it was just a matter of recreating the old O scale buildings in S scale. Because of the smaller size of the new buildings I was even able to add quite a few new false fronts to the layout.

I was also able to add a new freight station based on a Finescale Miniatures kit – it has an entire HO scale SS Ltd. interior. The Walthers HO catalog is full of useful parts and details that will work in S scale. Parts in other scales are never overlooked because they are not in my scale; in fact, I have managed to use parts and details

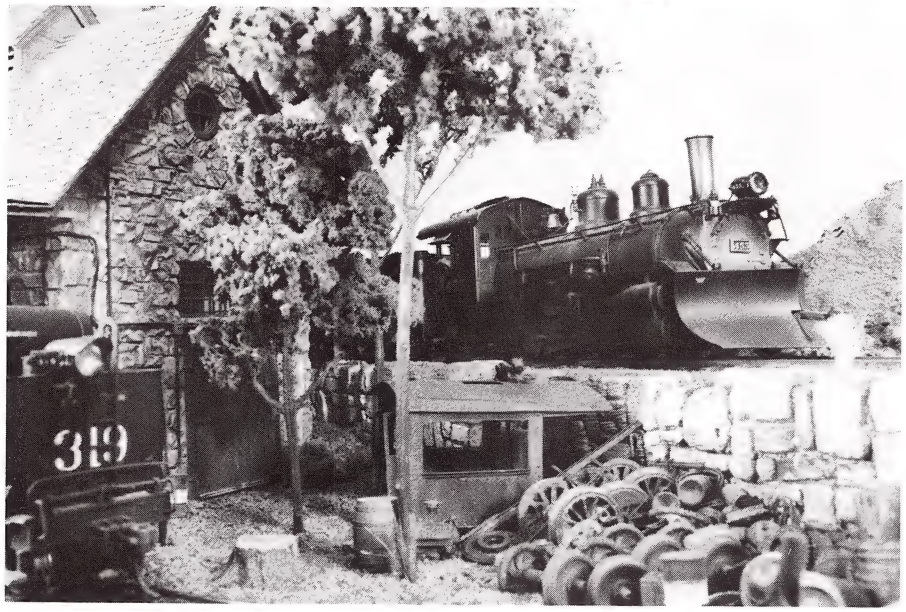


(19)

The author's new S scale engine house was cast in Hydrocal.

(20)

Number 435 heads out on the track to Rico while #319 waits by the engine house for servicing.



The Sn3 Crested Butte and Southern is on the layout tour of the –

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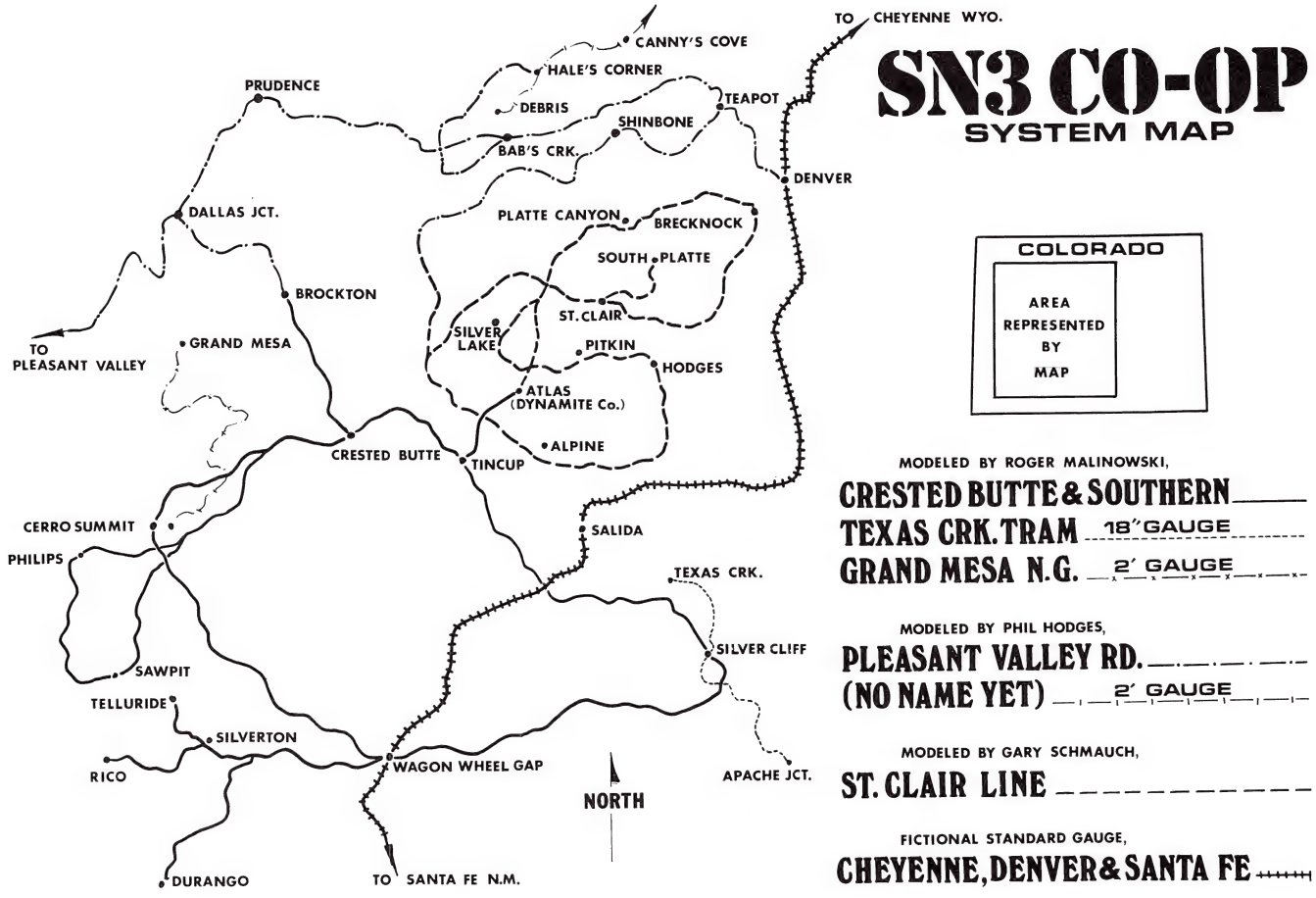
Wilkes-Barre & Scranton Pa.
1988



from three scales: HO, S, and O on my new layout. Many of my details are HO parts by Woodland Scenics and I also have many Grandt Line and other details.

All of the brick and stone buildings were cast in silicon molds from Hydrocal masters made from a variety of materials such as wood, styrene, body putty (see May/June 1987 **GAZETTE**), and Holgate & Reynolds brick material. The engine house was cast in Hydrocal and I may produce it as a kit. The crane is a Durango Press HO kit. I scaled up their plans, added new wood and used the HO detail parts. The bucket-loading facility was built by Gary Schmauch with buckets by Phil Hodges. I used my On3 turntable which now accepts K-27's. The water tank is my O scale V&T Models kit and the tree next to it is the same bonsai tree I used in O scale. After trimming the power poles, adding some new figures and a few final details and trees, Wagon Wheel Gap was just about complete except for one small detail – I still had my On3 track.

Changing the track was the tricky part. I had had my fill of hand laid track and turnouts so I decided to use commercial flextrack and turnouts. First, all the old rail was removed; while doing this I was very careful not to tear-up any of the ties. The old ballast was removed down to the top of the ties and the ties were sanded smooth. The flextrack was laid on the smoothed-down On3 ties. Once the new track was down, I blended it into the scene with an airbrush and light coats of Floquil Driftwood and Rail Brown. Only the visible sides of the rails were sprayed. About 40 pounds of pressure with the airbrush only about ½-inch away from the rail produced the best results. With this method, there is very little overspray and what little there is can be covered-up with ballast. Once everything is sprayed the ties are given a wash of very thin Grimy Black with a large brush. This blends the Driftwood and Rail Brown together to produce what I feel is a very realistic track. The last step was to spray a thin line of Grimy Black down the center of each track.

Across the room from Wagon Wheel Gap is a mountainous mining region known as Cerro Summit. Parts of my old O scale scenery will be used here as well as some new scenery. There will be a large mine based on one built by pioneer modeler Jack Work as well as both 2-foot and 18-inch gauge mining lines. The plans for the rest of my line are still vague at this time but my overall track plan shows not only Wagon Wheel Gap and Cerro Summit but Crested Butte, Tincup, Silvercliff, and Texas Creek.

The Sn3 Co-Op System map shows an imaginary route map of my railroad and the lines of fellow Sn3 Co-Op members, Gary Schmauch, and Phil Hodges. It shows how the three roads could complement each other and stretches the imagination a bit by adding another dimension as we plan our individual layouts. We interchange with each other and the fictional standard gauge Cheyenne, Denver & Santa Fe. The three of us had a great deal of fun planning this map and it provides some logic for a number of items on our layouts. The map came out of many letters and discussions about my railroad, Phil's Sn2 Pleasant Valley ore-hauling line, and Gary's Sn3 St. Clair Line (based on the Colorado & Southern and the Denver, South Park & Pacific).

What does the future hold for the Crested Butte & Southern, the Pleasant Valley Road and the St. Clair Line, or the Sn3 Co-Op? In general each one of us hopes to keep writing an occasional **GAZETTE** article – perhaps we'll even collaborate on one. I hope you enjoyed this article as much as I enjoyed writing it. If by chance you have learned anything or have some new ideas, that is even better. I'd enjoy hearing from you, so please feel free to write in care of the **GAZETTE**.

BUILDING WOODEN DISCONNECTED LOG TRUCKS

by Robert Stephens

This article on disconnected log trucks is a companion to Al Armitage's "Model Makers Notebook" on prototype logging trucks on page 73. This is the first of several logging subjects on which Al and I will collaborate. Al will provide prototype data and I will describe my models. My disconnected log trucks are in ½-inch scale, run on G gauge track, and are based on several kinds of commercially available trucks. You can apply the methods I use in just about any scale and gauge to build your own models of these wonderful little wooden disconnected logging trucks so popular before the newfangled steel disconnected trucks came on the market.

I have found that commercially available freight trucks can be cut up and used to build a variety of logging trucks. I have used LGB archbar trucks, Ryan short wheelbase D&RGW trucks, and Don Winter short wheelbase trucks for my models.

Photo 1 and Figure 1 show the LGB truck after modification. The LGB wheels are 28 scale inches in diameter and the wheel tread was 5½ scale inches – a bit wide. So I turned down the wheel flanges a little. I cut off the couplers and their mounting bars and turned the LGB side frames upside down. Then I remounted them on the bolsters. The nut and bolt detail had to be filed off the straight bottom strap (which had now become the top strap) before this top strap was glued to a piece of wood that was to become the side sill of the finished disconnected logging truck. Next I glued a block of wood over the cast-on spring detail of the LGB sideframe and added wooden journal boxes over the LGB boxes. New, heavier journal box lids were added and the rest of the truck was built up out of balsa wood.

A smaller truck can be built up using a Ryan ½-inch scale 3-foot 7-inch short wheelbase Denver & Rio Grande Western archbar truck. (These trucks were made by Grandt Line for Ryan. Don Winter had some white metal short wheelbase trucks available several years ago and they will also work for this conversion.) The wheels on the Ryan trucks are 26 scale inches in diameter. Figure 2 diagrams one of these trucks converted to the early globe type of disconnected logging truck shown in Photo 2. The Ryan short wheelbase truck was cut up so only the top strap and journals remained. The top strap was filed smooth and glued to pieces of wood that were to become the side sills of the logging truck. New straps made from brass or styrene

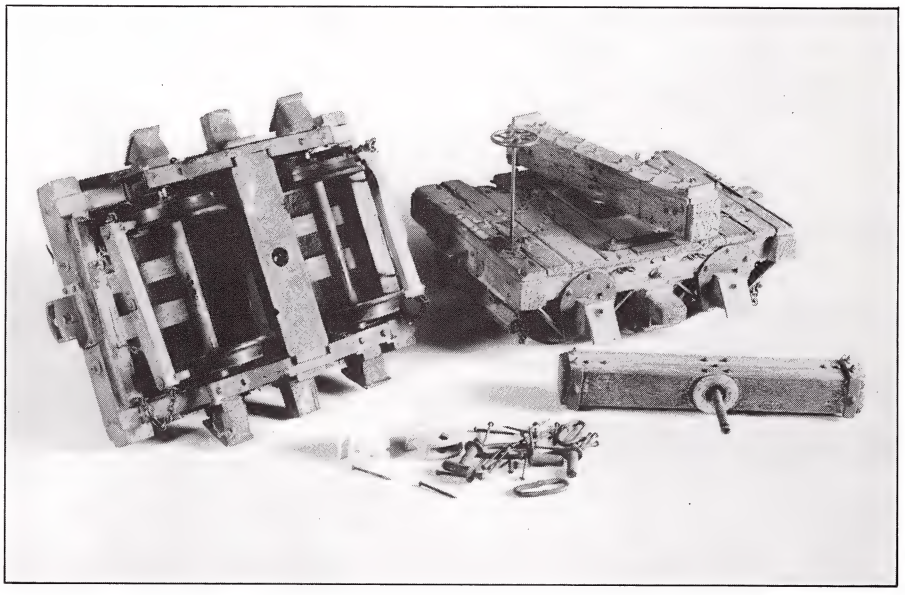


Photo 1. This ½-inch scale disconnected log truck was based on an LGB archbar truck. Notice how the author has turned the LGB side frames upside down and glued their former bottom straps to the wooden sills. Various sizes of log bunks and other details also show in the photo. *Photo by Bob Brown.*

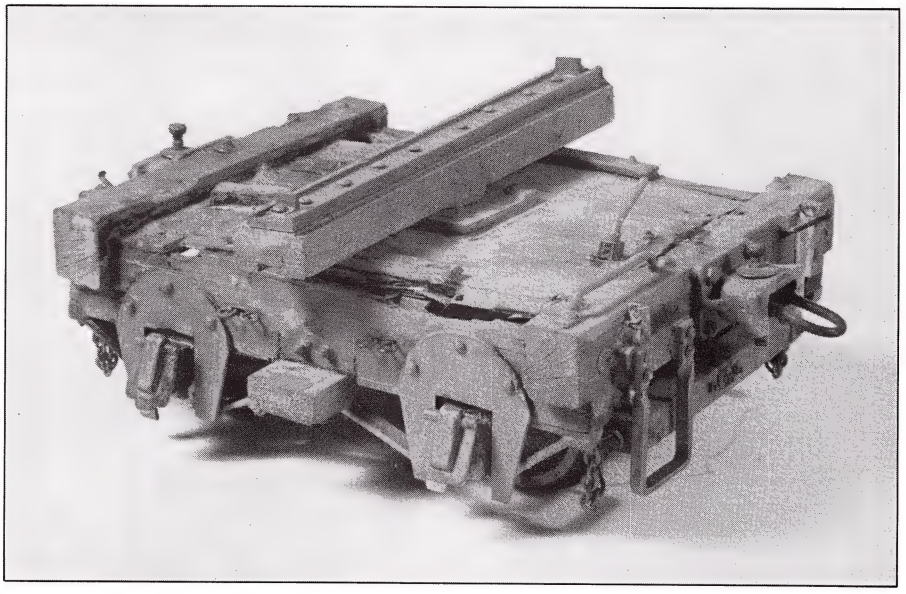


Photo 2. This disconnected log truck was built over a Ryan ½-inch scale truck. The Ryan journal boxes were retained. The brake lever is on the center of the deck, on the right. *Photo by Al Armitage.*

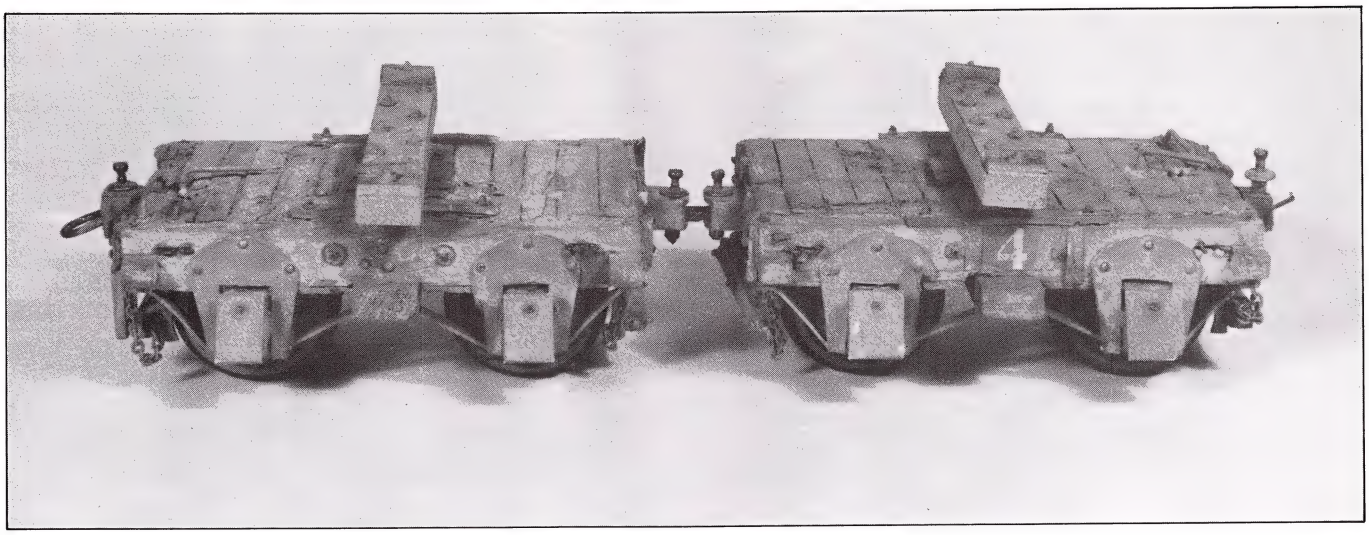
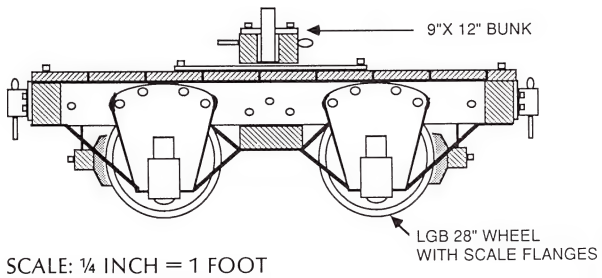


Photo 3. This coupled pair of disconnected log trucks shows how chunky these cars can be. *Photo by Al Armitage.*

Figure 1.

Conversion of an LGB archbar truck to a ½-inch scale disconnected logging truck. See text for details.



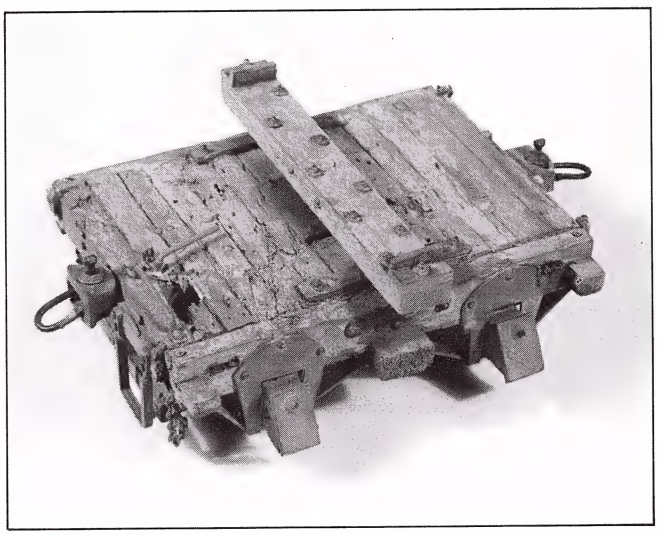
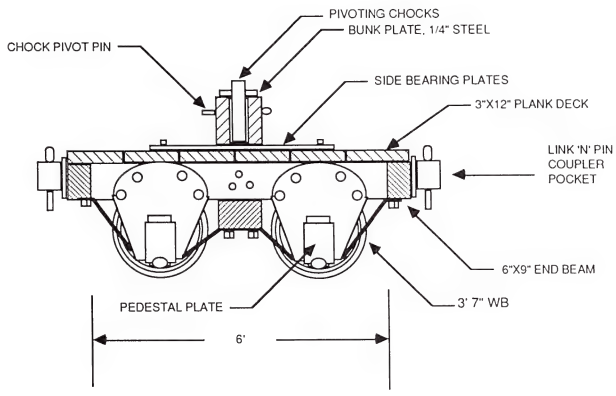
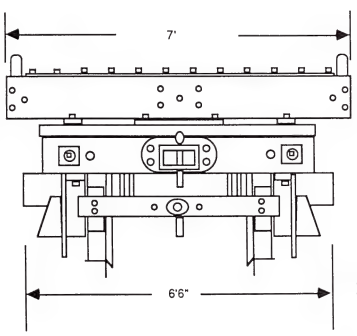


Photo 4. This truck looks like it's actually rotting away. Lumber companies often burned the wood parts off their old disconnects and salvaged the hardware for use in building new ones. This one seems to be ready for the torch. *Photo by Al Armitage.*

Figure 2.

Conversion of a Ryan (Grandt) truck to a globe type ½-inch scale disconnected logging truck.





various size bunks optional depending on load

SCALE: ¼ INCH = 1 FOOT

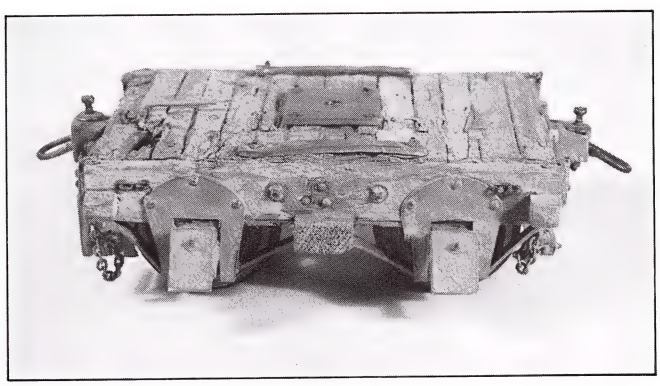
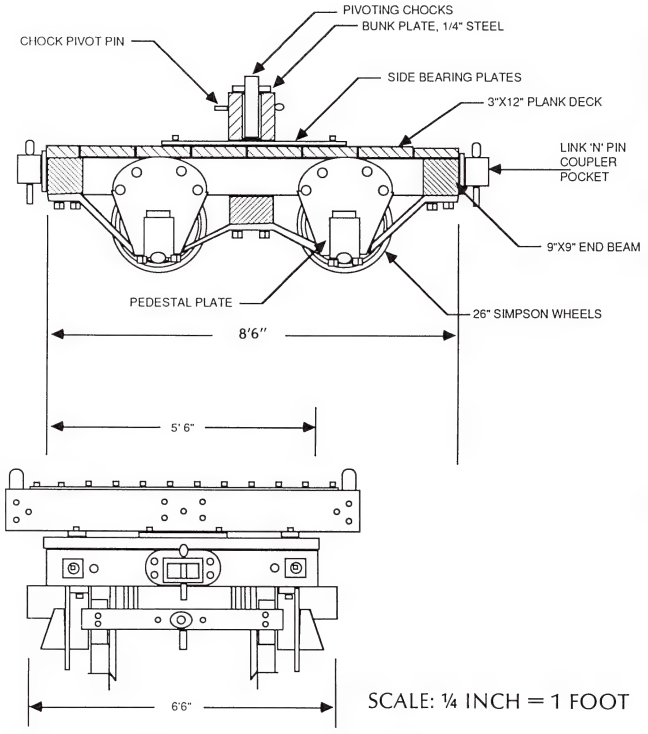


Photo 5. A disconnect without its log bunk. The deck on this car is really battered up. The center and side plates were made from sheet lead. The journals and journal box lids have been added to this truck. *Photo by Al Armitage.*

Figure 3.

Plan for a scratch-built globe type ½-inch scale disconnected logging truck using Simpson wheels and hardware.



were added along with a new wooden bolster. The journals on these trucks work fine just as they are.

Both of these methods produce frail, wooden trucks that would have lasted about three seasons before being parked on a special siding, built for the purpose, and set on fire to burn away the wood so the hardware could be re-used to build some new trucks. I have weathered my trucks so severely that they look as if they should have been replaced last year.

The wooden parts of my disconnected trucks are hard balsa wood that is first colored with a thin mix of paint and thinner giving the wood a nice weathered grey look. I then distress the wood parts further with a wire brush and X-acto knife and grind some dirt into them to give the wood some texture. The metal parts are painted with a wash of rust-colored paint and real rust is dusted over them so they really look worn.

The nut-bolt-washer castings are from Grandt Line and Simpson and the bolt heads are Atlas round-headed spikes that come 1,000 to a bag for $1.50. The pedestal plates over the journals are styrene and are cut from a template I made. The brake beams are either scale 4 x 4 timbers 3 feet 6 inches long or code 148 rail with scratch-built brake shoes.

The safety and brake chains came from 69 cent necklace I found in my local Woolworth's store. The log bunks are made from balsa with styrene or metal plates in several sizes ranging from scale 6 x 9 inches by 7 foot 6 inches long to 12 x 12 inches and 7 feet 9 inches long. The chocks are cut from square styrene with two holes. One hole is for a permanent pivot pin for the chock and the second hole is used to keep the chock from sliding under the weight of a load. It can be released so the logs can push the chock aside when the logs are off-loaded. I use a section of clothes hanger wire for the bunk pivot pin and a ½-inch diameter steel washer for the bearing pivot plate. The deck bearing plate and side bearing straps are made from sheet lead. The ratchet and pawl are from Simpson and the brake bar is a piece of curved wire pressed down in the hole of the ratchet and pawl casting. I either make my couplers from styrene or use Simpson ½-inch scale link and pin couplers (I have also used a few out-of-production Don Winter parts.)

Figure 3 shows a diagram of an early globe type of disconnected logging truck that I scratch-built using Simpson wheels and hardware. I have some even smaller disconnected trucks on my railroad. They are based on the little trucks used on the Michigan-California Lumber Company to haul cut lumber. These trucks are built over $2.45, O gauge Athern trucks and I'll describe them in a later article.

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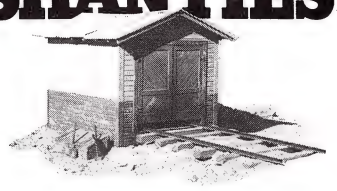

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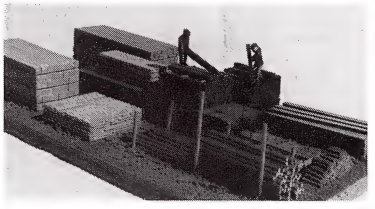

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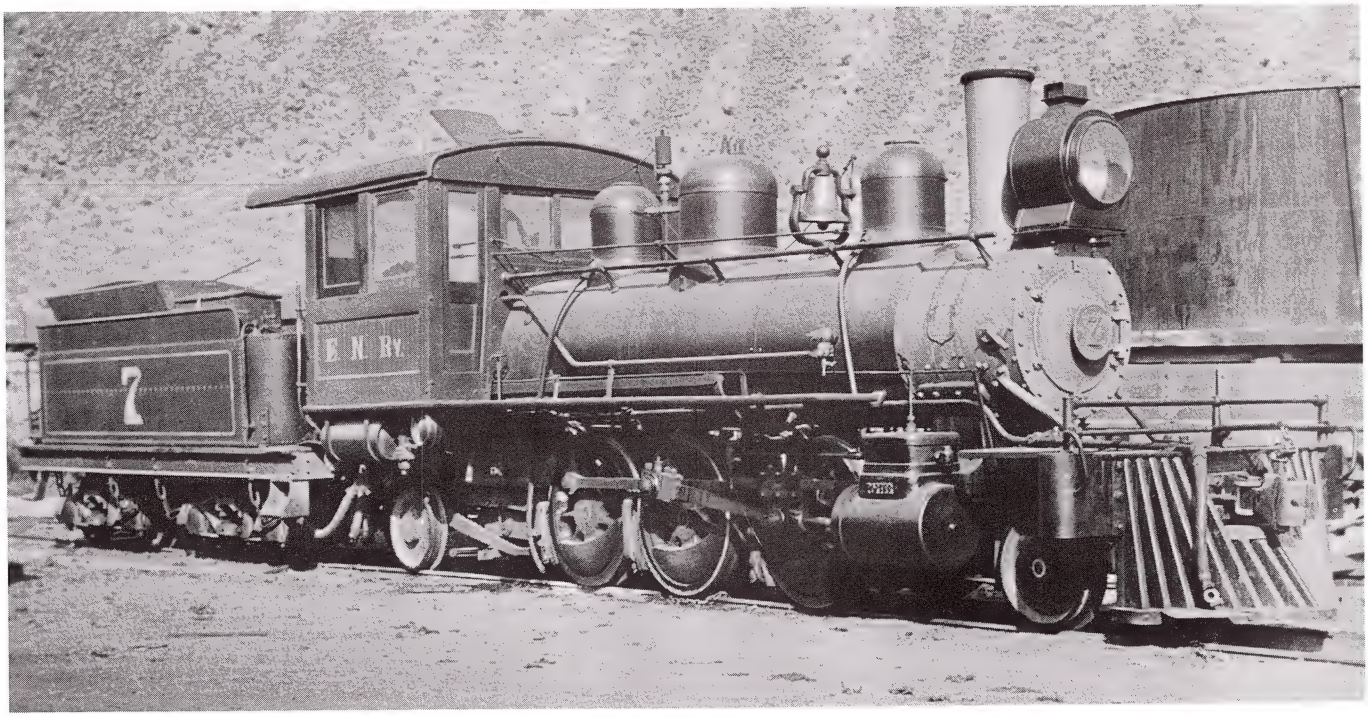
Eureka Nevada Railway Company #7

by A. E. Barker



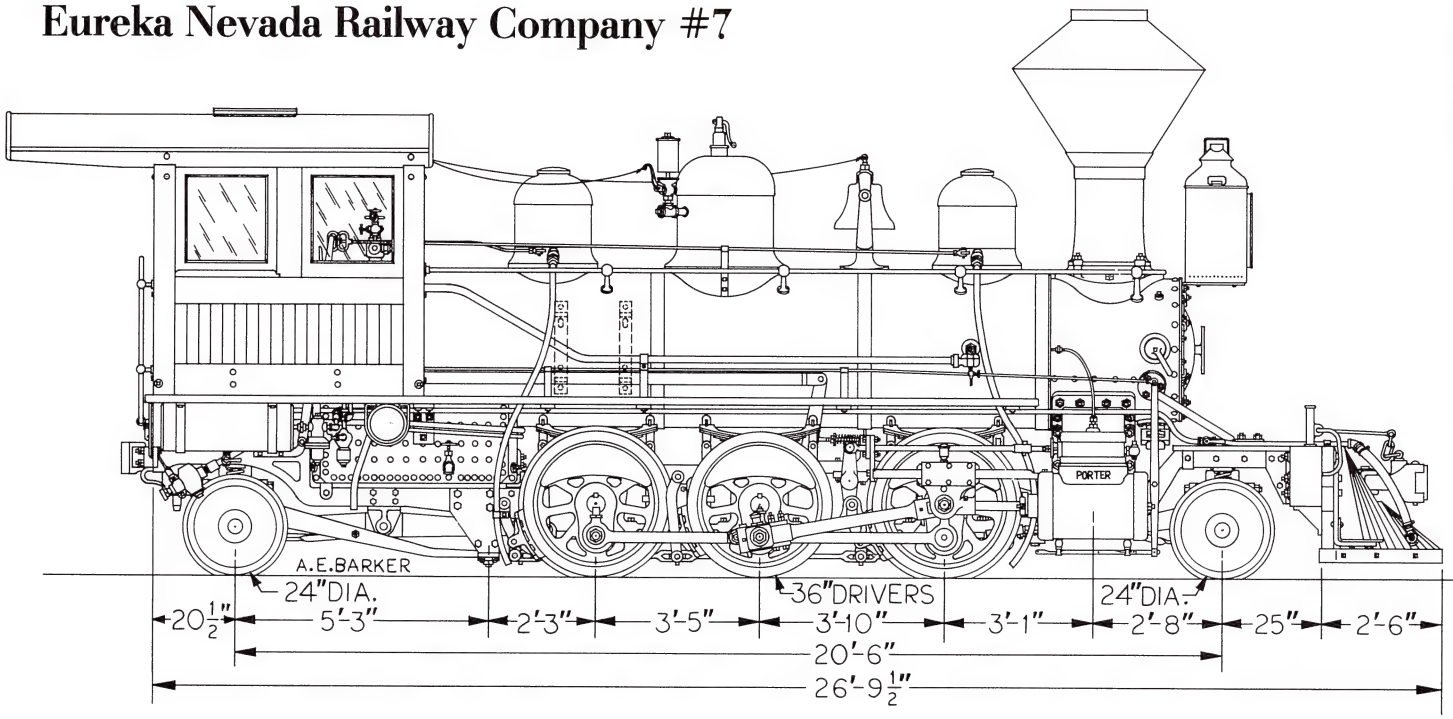
Eureka Nevada #7 in service at Palisade, Nevada, in May 1927. *Photo, collection of A. E. Barker.*

EN Ry. #7 seems dirty and unkempt in this picture. *Photo, collection of Bob Brown.*

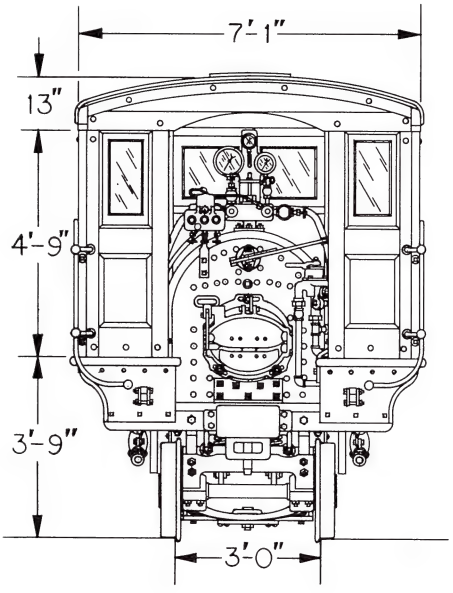
The 3-foot gauge Eureka Nevada Railway was the Eureka & Palisade Railroad before floods in 1910 shut down the line. While the E&P had hauled ore from a bonanza and ran a daily-except-Sunday passenger train, the EN struggled along with reduced freight loads and tri-weekly passenger service until it was abandoned in 1938. See page 91 of volume one of David Myrick's *Railroads of Nevada and Eastern California* (Howell-Notrth, Berkeley, California, 1962) for more information on this interesting little line.

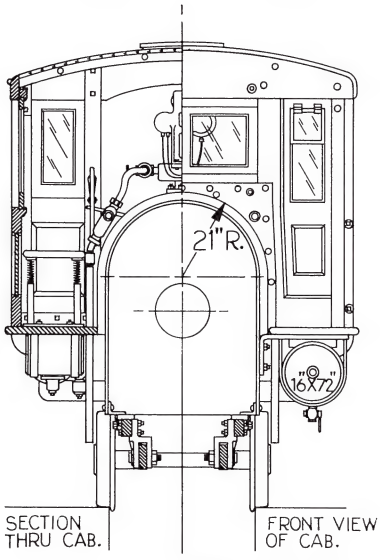
Here is EN Ry. #7 on display at the Pony Express Museum in Arcadia, California, in May 1939. The oversize stack came from the Santa Fe and was welded into a hole cut in the top of the smokebox. *Photo, collection of A. E. Barker.*

Eureka Nevada Railway Company #7



DRAWN BY A. E. BARKER
SCALE: ¼-INCH = 1 FOOT

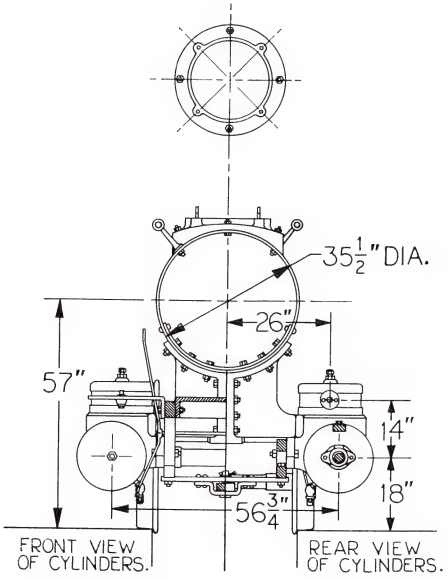




SECTION THRU CAB.

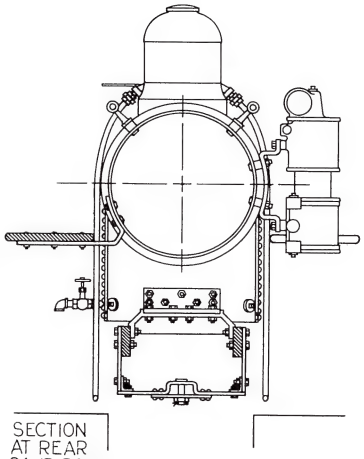
FRONT VIEW OF CAB.

+ ROOF RADIUS PT.

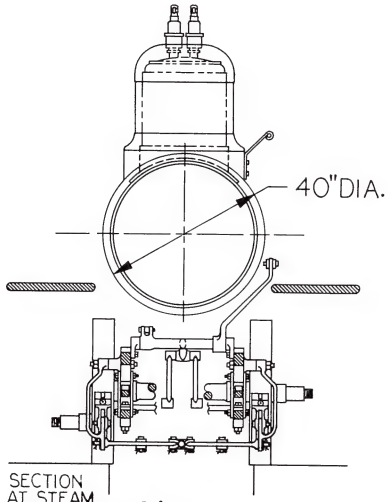


FRONT VIEW OF CYLINDERS.

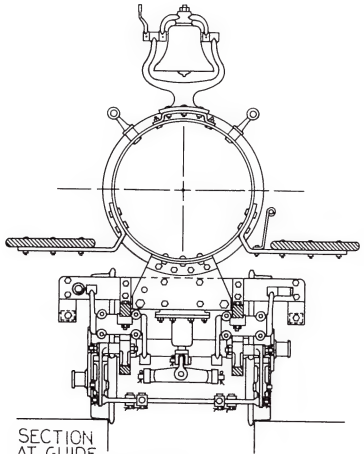
REAR VIEW OF CYLINDERS.



SECTION AT REAR SAND DOME.



SECTION AT STEAM DOME, LOOK'G F'WD.



SECTION AT GUIDE YOKE, LOOK'G F'WD.

Eureka Nevada Railway Company #7

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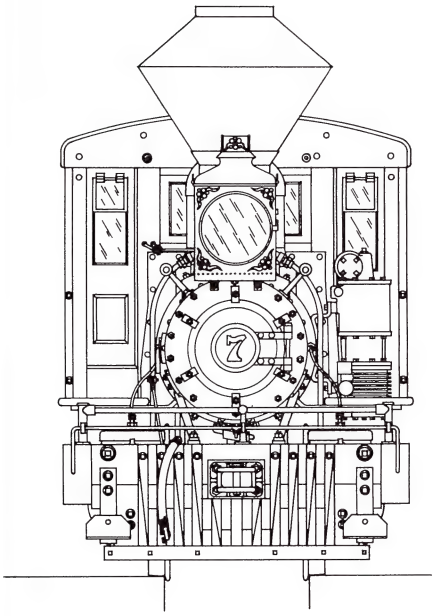
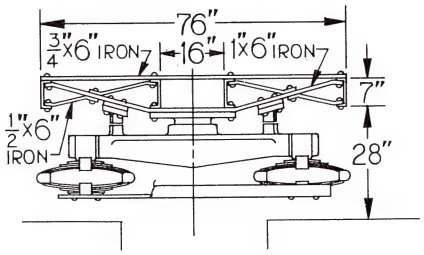
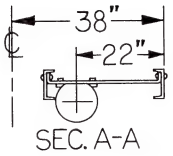
SCALE: ¼-INCH = 1 FOOT







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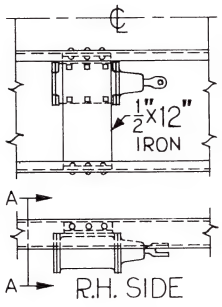

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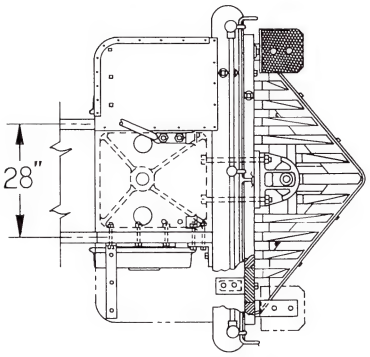
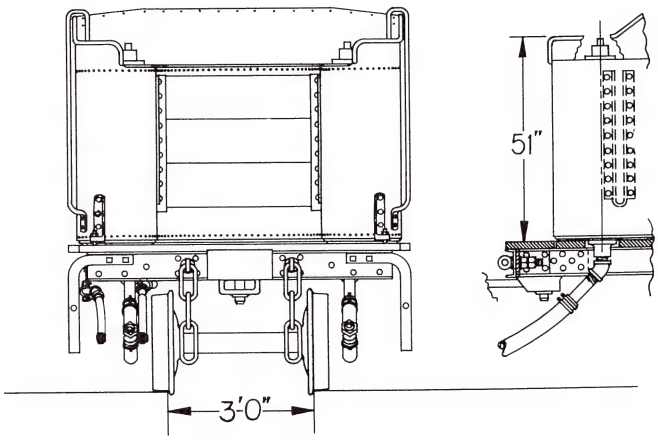


TOP VIEW-PILOT & DECK



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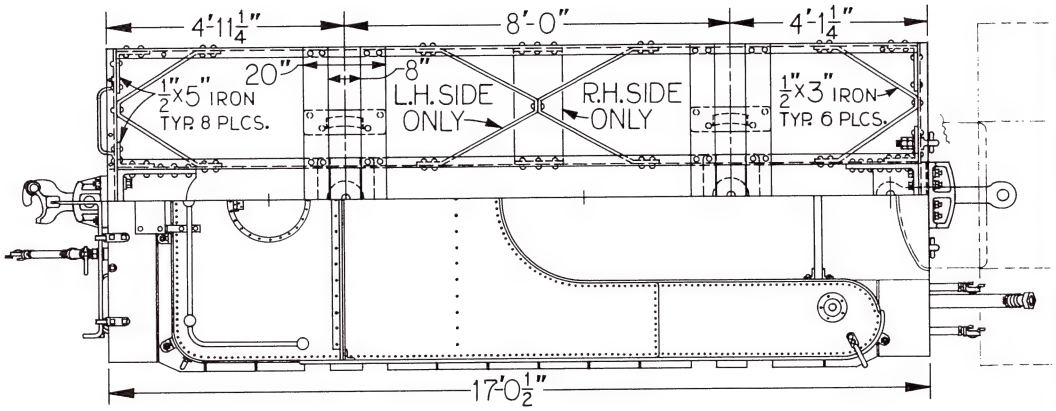

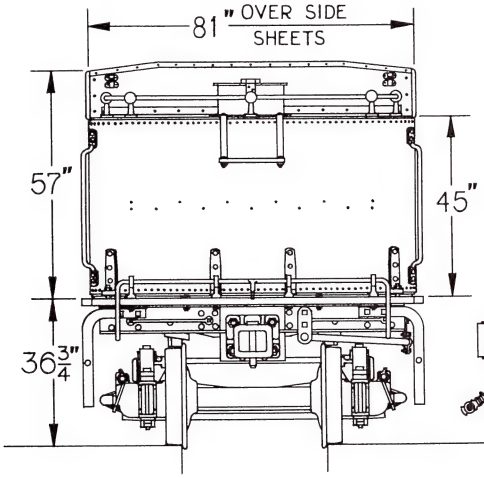

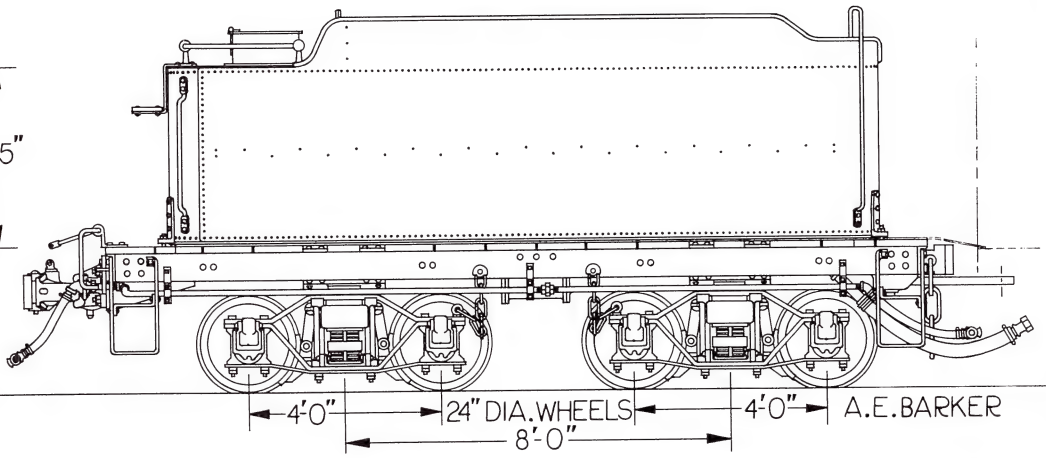

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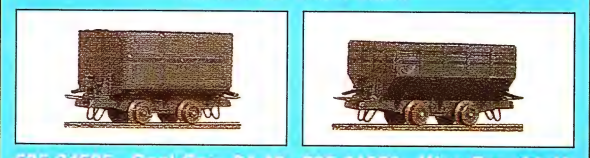

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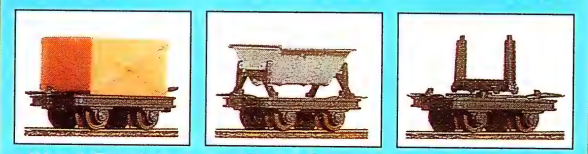

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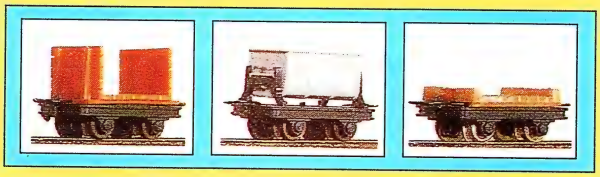

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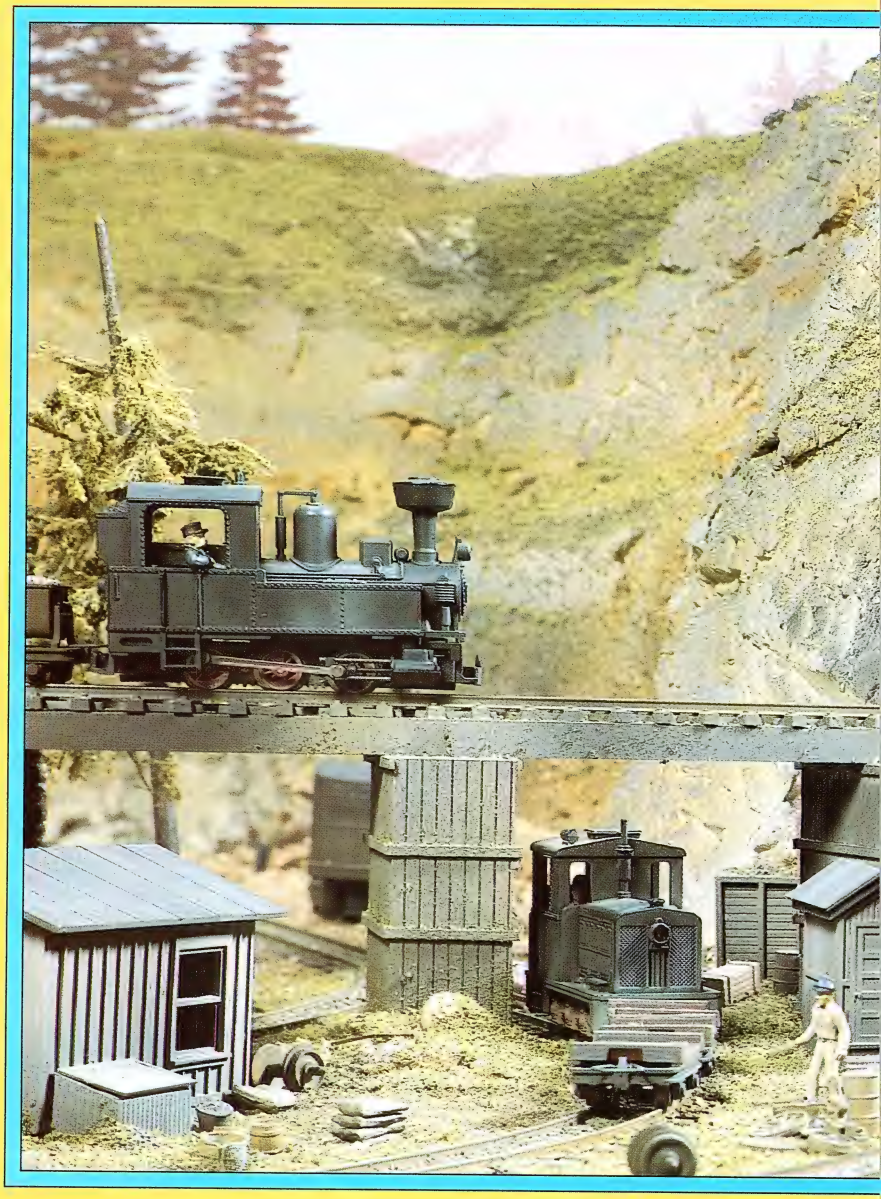

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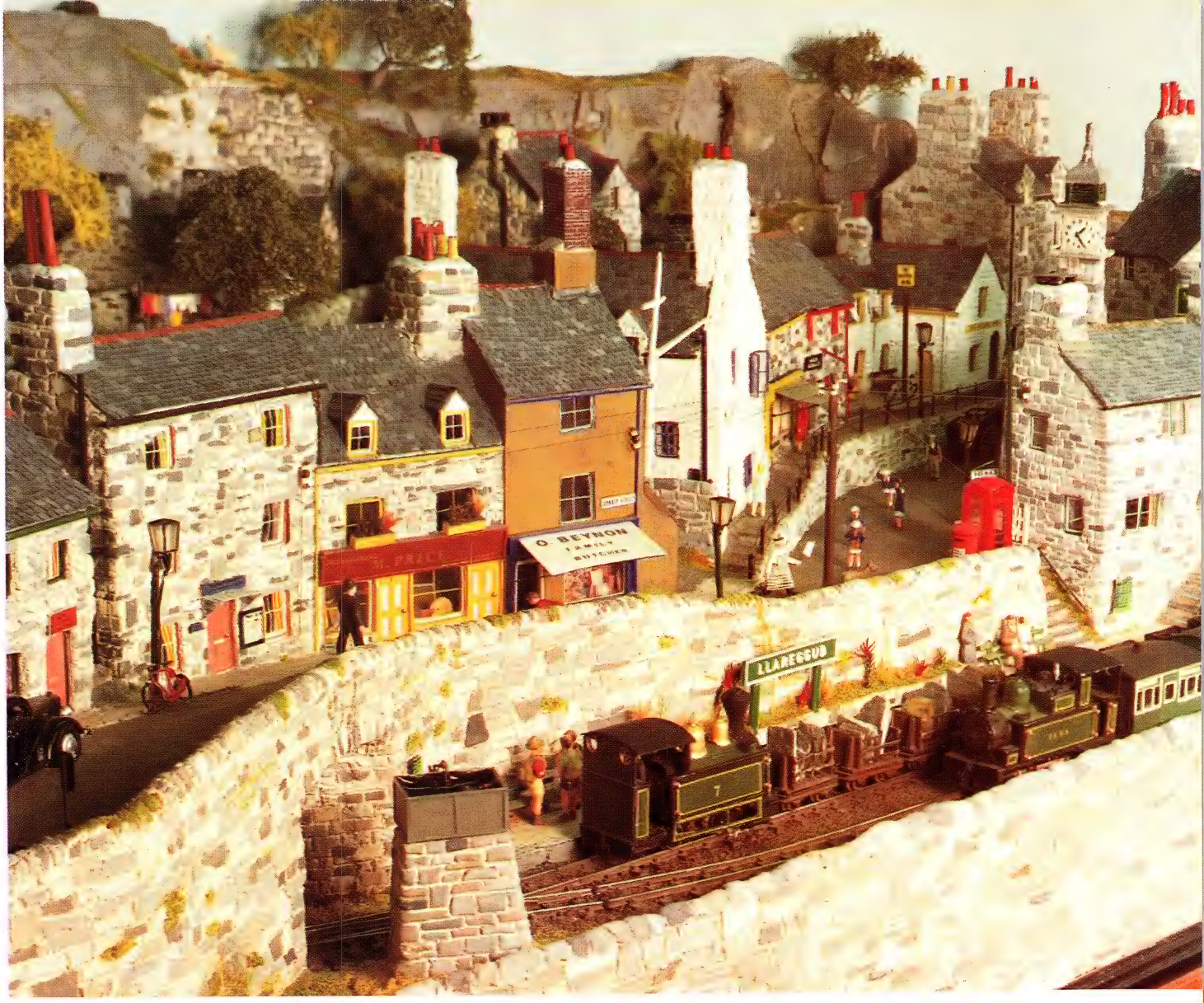


LLAREGGUB

A Working 4mm Scale Narrow Gauge Diorama

by Dave Rowe
Photos by the author

When **GAZETTE** editor, Bob Brown, asked me to write a series of articles on my 4mm scale dioramas he asked me to concentrate on techniques and ideas that would be applicable to railroads anywhere. In this first article I am going to start with a little background on the British model railway scene that will help explain why I build dioramas the way I do.

The typical British modeler is of modest means; that means he lives in a small home and doesn't have much extra space for a layout. Hence there has been a proliferation of clubs where members can work on building large portable layouts. These clubs finance themselves by annual exhibitions in public halls where other clubs and individuals are invited to exhibit. In 1987 there were 360 such exhibitions, the largest attracting some 25,000 paying visitors. Visiting these shows inspired me, but I really didn't want to join a club, I wanted to construct something small that would fit right into our own living room.

I attempted some standard gauge but was disappointed. Reading the model magazines made me aware of mysterious systems called narrow gauge in the west of our country. On our next vacation my wife and I went to Wales and found no less than four wonderfully preserved narrow gauge lines and the remains of six others. I was captivated by the railways and the scenery; after seeing this, standard gauge seemed boring. I longed to make paintings of the tiny stone-built dwellings and the little 0-4-

Title photo: The author's 4mm scale, 9mm gauge working diorama depicts Llareggub, a typical Welsh coastal village. The stepped construction of the town helped squeeze a lot of buildings into a small area. Many of the buildings and names in the village were inspired by Dylan Thomas' *Under Milk Wood,* a much beloved radio play and film about 24 hours in the life of a Welsh village.

TICKET
OFFICE
LAREGGUB

Photo 1 (opposite). The life of the village is depicted on the author's diorama. Children are returning to school along Cockle Row after lunch. Mr. Beynon, the butcher, is chasing a dog with his cleaver. Just out of sight, at an open window, sits Captain Cat, a blind sea captain. With the innocence of childhood one little girl is waving to him. The Sailors Arms Pub is at the end of the street.

2 locomotives from the 1860s and 70s. I bemoaned my lack of artistic ability until I realized I could make models of the charming stone houses and incorporate them into a narrow gauge diorama that would fit neatly in our living room.

When I was deciding to base my operating narrow guage diorama on the Welsh coastal towns we had visited on vacation, I remembered *Under Milk Wood*, the famous radio play written for the BBC by the Welsh poet, Dylan Thomas. It depicts 24 hours in a small Welsh coastal town called Llareggub, a perfect name for the town in my diorama.

Next I had to choose a scale – the British modeler usually builds his models in a variety of awkward scales such as 2 mm, 3 mm, 4 mm, 7 mm, and 10 mm to the foot. The most popular scale is the one I chose, 4 mm to the foot, slightly larger than HO scale (3.5 mm to the foot). The most common narrow gauge is called 009 and uses 4 mm scale equipment running on 9 mm gauge track representing a prototype gauge of only 27 inches.

I only had room for a 4-foot 6-inch by 1-foot 6-inch diorama, this seems impossibly small for a working layout in 4mm scale, but Fig. 1 shows how I used my space. The houses I patterned mine after were built 300 to 400 years ago and are extremely small with 6-foot ceilings and 5-foot 6-inch-tall doorways. The engines on my railway have only 1-inch-long wheelbases and haul cars with wheelbases as small as ½-inch. I enclosed the rear of the left side of my scene with rock faces and placed a mirror on the right hand side to make the scene seem larger. Fluorescent lighting fits under the lid of a wooden cabinet enclosing the scene. A multi-strand cable emerging from the back of the cabinet leads to a small hand-held control unit that not only runs the trains but also operates the turnouts.

There was just not enough room to include all the houses I would have liked to – those that did get included all have interior lighting and are fully furnished. All the street lights work and the cabins of the boats have dim lamps.

Now let's talk about a technique that should be applicable for modeling any place in the world that has stone walls or buildings.

I use styrene and an Italian modeling clay called DAS Pronto for stone buildings and walls. DAS Pronto is probably available in many countries – I have no trouble finding it in England and my American friends tell me it can be found in art stores in the United States. DAS Pronto is a water-based material that hardens as it dries. It does not need to be fired, and it does not shrink as it hardens.

I make a shell for each building or wall from 0.040-inch styrene sheet. All the doors and windows are cut out and the walls and roof are assembled. Then a layer of DAS clay is spread with a knife all over the walls of the building as if you were applying a stiff cheese spread. Once the walls are covered, I trim the extra from around the edges of the walls and the window and door openings.

Next I carve the stones into the damp clay. This is an easy but slow job and gives you the opportunity to copy the exact arrangement of the stones on a real building or wall. If a large area has been spread with clay there is a danger that the clay will start drying before you have finished carving, but application of a little water by brush or spray will keep things moist. It is even possible to leave the wall overnight, provided it is wrapped in a wet cloth and stored in a polyethylene bag. Ordinary plaster would dry out but the DAS clay allows unlimited working time and the possibility of doing more detailed work.

You can completely alter the appearance of your stonework by changing the thickness of the clay spread on the wall. Fig. 2 shows how a 0.020-inch-thick layer can give the impression of a wall in good condition with mortar nearly flush with the stones. Fig. 3 shows how a thicker layer of clay can give the appearance of an old wall where the mortar has crumbled away and the stones have rounded with age.

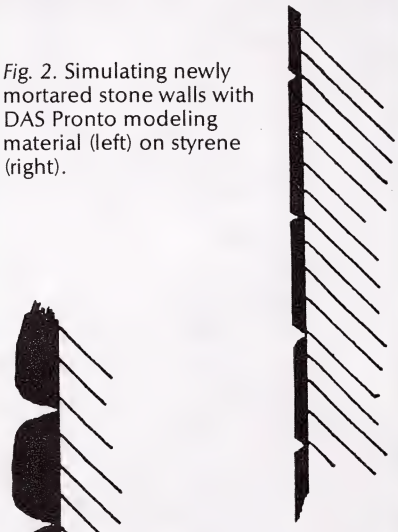
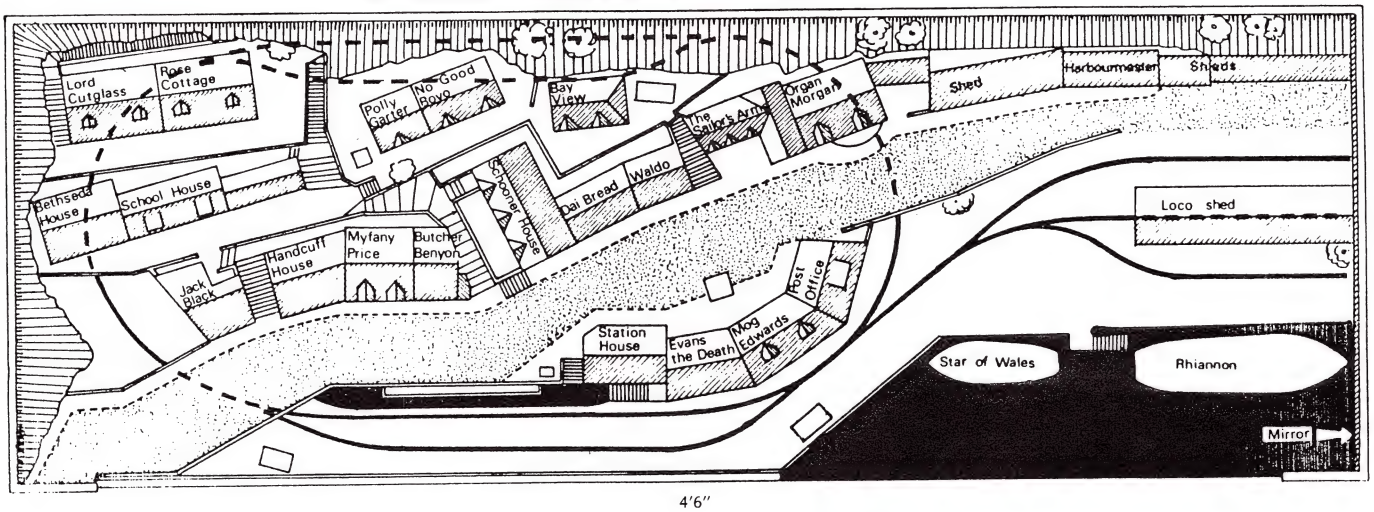


Fig. 2. Simulating newly mortared stone walls with DAS Pronto modeling material (left) on styrene (right).

Fig. 3. Simulating old stone walls with missing mortar and worn stones with DAS Pronto modeling material (left) and styrene (right).

Fig. 1. LLAREGGUB
Scale 4mm to the foot, gauge 9mm to the foot (prototype 27")



BEVNON

Photo 2 (opposite). The left hand side of Llareggub ascends towards the mountains in the background. The real town on which the model is based has many more levels of houses. The small size of these 300 to 400 year old houses allows many to be modeled in a small space. The author's method of making these old stone walls and houses is described in the text.

Photo 3 (above). The fishing vessel "Star of Wales" tosses in the Llareggub harbor based on a real Welsh harbor where breaking waves enter at high tide. Behind the crane is a small locomotive followed by a hearse car used to bring bodies down from the slate quarries to Evans Undertaker for burial at the town. Mr. Morgan's general store is in the center background and you can just see Mrs. Morgan at the open second story window.

Photo 4 (below). This street scene on the author's diorama shows Police Constable, Attila Rees, who has just left Handcuff House on the left and is passing Miss Myfanwy Prices's shop. Nearby Gossamer Benyon is just leaving her father's butcher shop. The slate roofs are made from styrene strips.

Fig. 4. Unsightly ridges appear if you attempt to make grooves between "stones" by pulling a knife blade through the "clay." Instead, press grooves into the clay with tools such as those in fig. 5.

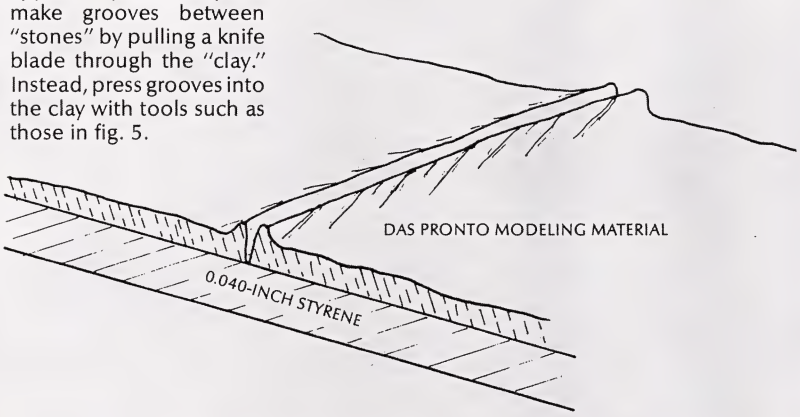


Fig. 7. Styrene pieces cut to these shapes will simulate ancient sagging slate roofs.

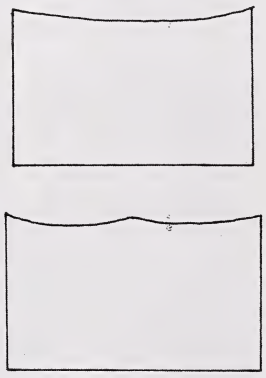


Fig. 5. Simple homemade tools work well for grooving and shaping stonework when using DAS Pronto modeling material.

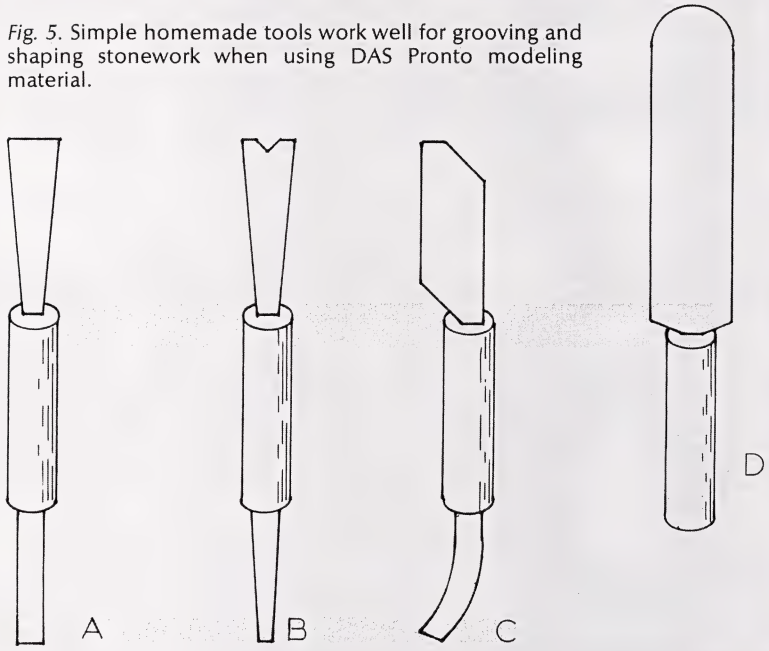


Fig. 8. When you glue the sagging roof pieces shown in fig. 7 together wrap a rubber band right around your building to hold them in place until they dry.

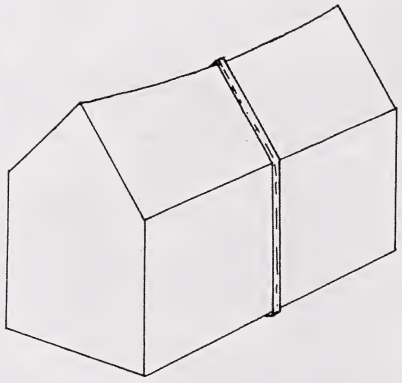


Fig. 6. A diagram of a sample wall with windows and doors cut out. When the DAS Pronto "clay" dries it tends to separate from its styrene backing. "X's " mark the spots where solvent needs to be applied to bond the "stones" to the styrene.

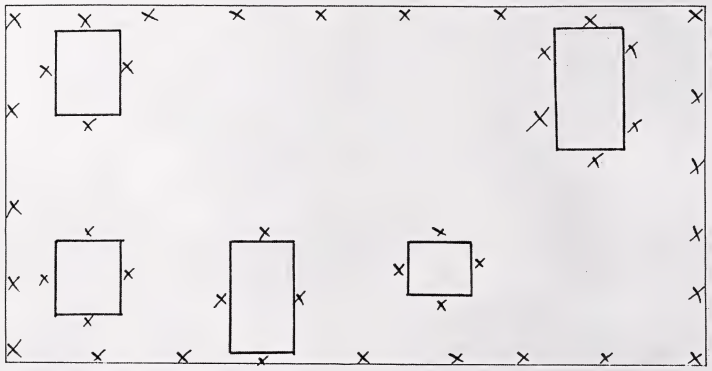
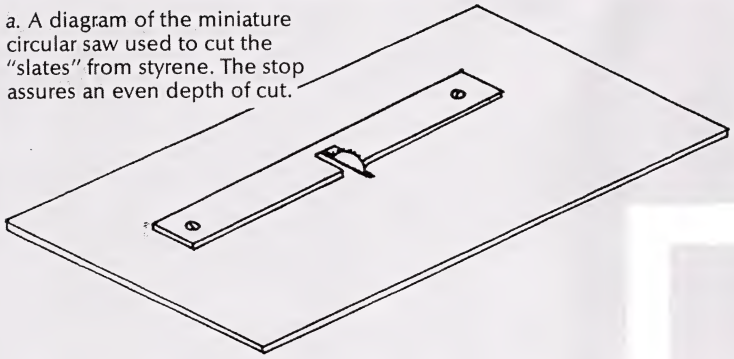


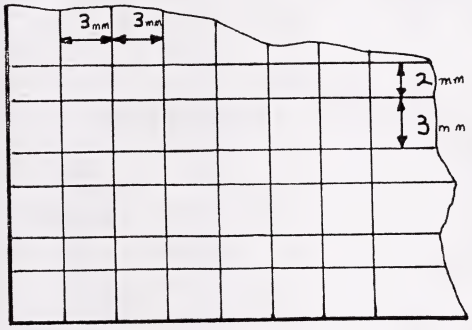
Fig. 9. Ancient stone walls tend to sag. This is easily modeled by making the DAS Pronto modeling material thicker in the middle of the wall.

Fig. 10. Making slates for roofs from styrene.

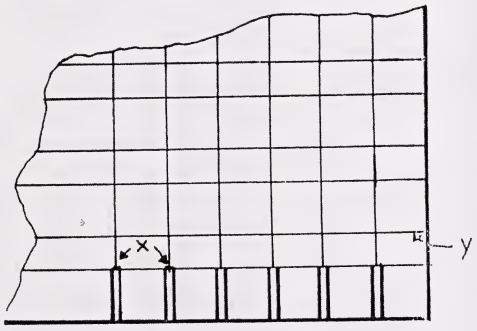
a. A diagram of the miniature circular saw used to cut the "slates" from styrene. The stop assures an even depth of cut.



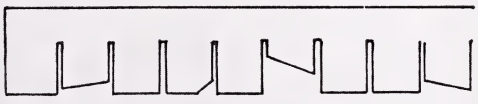
b. Laying out the slates on the topmost of three sheets of styrene that were cut at once.



c. "x" marks the depth of the saw cut slots between the "slates" –"y" indicates the cut off line for the strip.



d. The cut off strip of "slates" was "damaged" to reflect the wear of centuries.



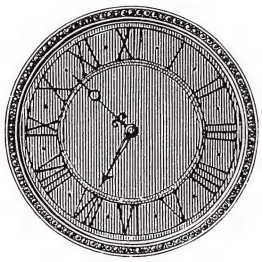
When carving your stones, it is important that you do not rush the job by simply running a knife blade along the clay. Fig. 4 shows how that tends to drag at the clay and throw up ridges on either side of the groove. The correct technique is to press the grooves into the clay using a selection of hand tools as shown in fig. 5 – you make these tools yourself from small pieces of metal mounted in wooden handles.

While the clay is wet it adheres to the styrene walls; once it has dried, the clay and the styrene tend to separate so they need to be permanently sealed together. I do this by waiting until the clay is completely dry and applying drops of styrene solvent, with a brush, to the edges of all window and door openings and to the corners of the buildings. Fig. 6 has "x's" on a diagram of a typical wall at places where I would put drops of solvent. This works because once the water has evaporated from DAS Pronto, the porous clay absorbs the solvent and the styrene it has dissolved, welding clay and styrene together. Too much solvent will warp the styrene so be careful.

Since Llareggub was involved in the slate industry, most of my houses have heavy slate roofs that have sagged over the centuries. Fig. 7 shows how I trimmed the top edges of my styrene roofs to simulate this sag. Fig. 8 shows how I held a sagging roof in place with a rubber band while the glue was drying. Some of the old buildings also show their age by their bulging walls – this is not dangerous for the inhabitants of Llareggub because a 4-inch bulge does not matter much when the wall is 18 inches thick. Modeling these bulges is easy, just add the bulge with thicker clay as shown in fig. 9.

Once the glue on my styrene roofs dried, I covered them with "slates" cut from 0.010-inch thick styrene sheet with a miniature circular saw. Figure 10-a diagrams the simple saw I used. Three sheets of styrene were cut at a time. Fig. 10-b shows how I marked out the topmost sheet into slate sizes. The "x" in fig. 10-c shows the gaps sawn between the "slates" with the 0.004-inch-thick saw blade. The "y" in this figure shows the line on which I cut off a strip of "slates." Since most of the roofs in Llareggub are very old, the slates have been damaged; I simulated this as shown in fig. 10-d. I was producing three layers of "slates" at a time, and I soon worked up quite a speed. With the strips glued in overlapping rows this proved a lot easier and quicker than applying slates one at a time.

Once I had my town and its little railway completed, I took it to its first exhibition. I was most perturbed. Would the exhibit goers be annoyed? They would have paid to see model railways and I was showing a model town. As it turned out LLareggub was well-received – about one half of the people who saw it recognized it instantly because they had heard *Under Milk Wood* on the radio or had seen the film. Even those who didn't recognize the scene enjoyed it. This first show led to invitations to more exhibitions, requests for magazine articles, a change of job, a move to another part of England, many more working dioramas, and a complete change of life style for me. Narrow gauge has much to answer for in my life.



A LONG TIME COMING

by Bob Brown

My photo collection has thousands of prototype photos that I've gathered over some 40 years in the hobby. Among these photos are dozens that show pieces of equipment begging to be modeled. I think about these special photos often, maybe someday I will build them all. The only problem is that as I add to my photo collection, the list of really special photos of potential models keeps getting longer and longer.

Several weeks ago I was cleaning up my workbench when I came across an On3 NorthWest Short Line Flea power unit. I said to myself, "What shall I do with this Flea?" Not surprisingly, my answer was: "Build it into one of those pieces of equipment on your begging-to-be-modeled list." I decided to use it to power a crew speeder for Tuolumne Forks. The prototype photo has been in my file for some 20 years and I really don't know who sent it to me or what railroad it ran on. I do know it was standard gauge and that it had all of that run-down character I love to build into my models.

I started my crew speeder by making a frame from ⅛- x 3/16-inch Evergreen styrene. The sketch shows the dimensions of the frame and its wheelbase. I used Grandt Line O scale four-wheel tender pedestals glued to the frame with MEK. The end beams were made from 1/16- x ¼-inch styrene and glued to the side frames. There is also a stiffener piece behind each end beam and two more across the middle of the frame that show up in the photo of the model. The NWSL Flea power unit comes complete with two-wheel pick-up and I was able to carefully spread my frame and snap the unit into place. The non-powered wheels also snapped into place with no trouble.

The superstructure was fun to build – its frame was made from scale 2 x 4 wood with a scale 2 x 6 sill on the bottom of each side for strength. Each piece of wood was wiped with Floquil Driftwood stain before being cut to size. While I was staining the pieces that were to become the frame, I also wiped stripwood for the sides with Driftwood and set it aside. After I finished the 2 x 4 frame, I re-wiped this siding with very thin Floquil Boxcar Red. I varied the amount of paint on the strips from almost none to almost straight out of the bottle. This gave the car a nice weathered look when these strips were cut and applied randomly on the sides.

The front end of the car was particularly fun to build because of its cluttered look, its little door, and its wood grain and nail holes. The prototype had two doors but I only put one in my car because it is narrower than the prototype.

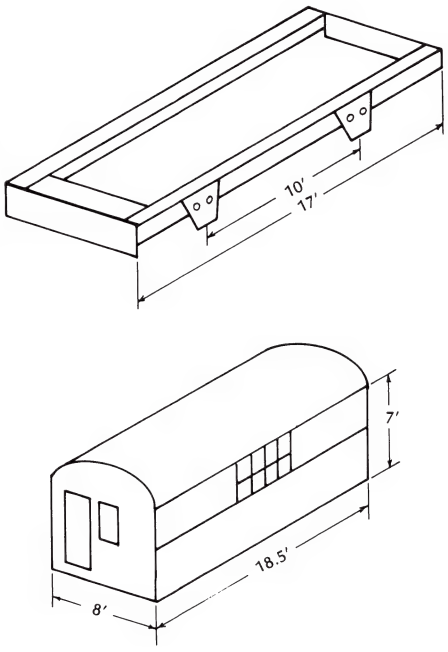
The windows are O scale Grandt Line frameless window castings cut to fit, sprayed white, and glued in place. The canvas window curtains were made from one layer of Kleenex tissue soaked in my dirty thinner bottle and squeezed dry.

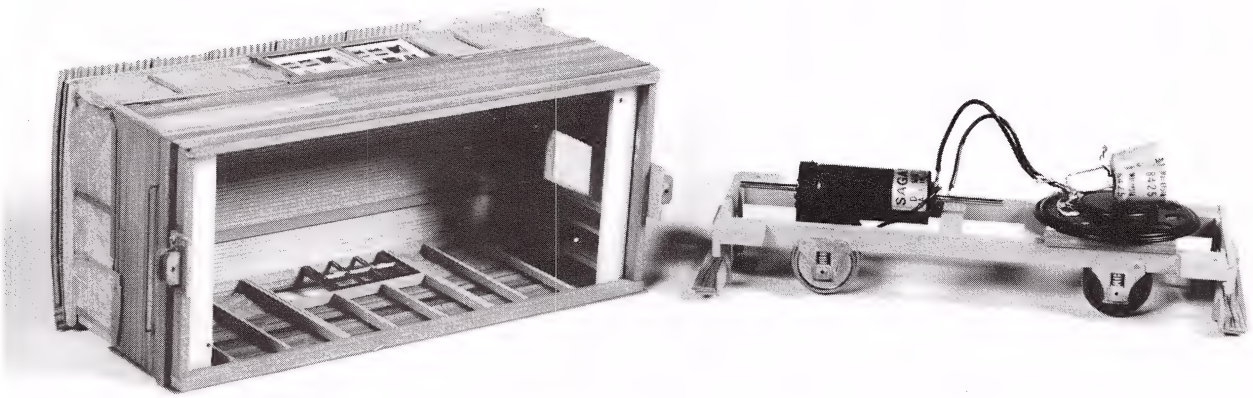
I made the roof from Simpson corrugated paper material cut into 2-foot by 8-foot pieces and brush-painted with Driftwood stain followed (when it was dry) with dry-brushed Floquil Rust. The corrugated

This prototype photo rested in the author's collection for 20 years waiting to serve as the inspiration for his On3 crew speeder. *Photo, collection of Bob Brown.*

The completed crew speeder ready for service. *Photo by Bob Brown.*

Rough dimensions of the author's On3 crew speeder.





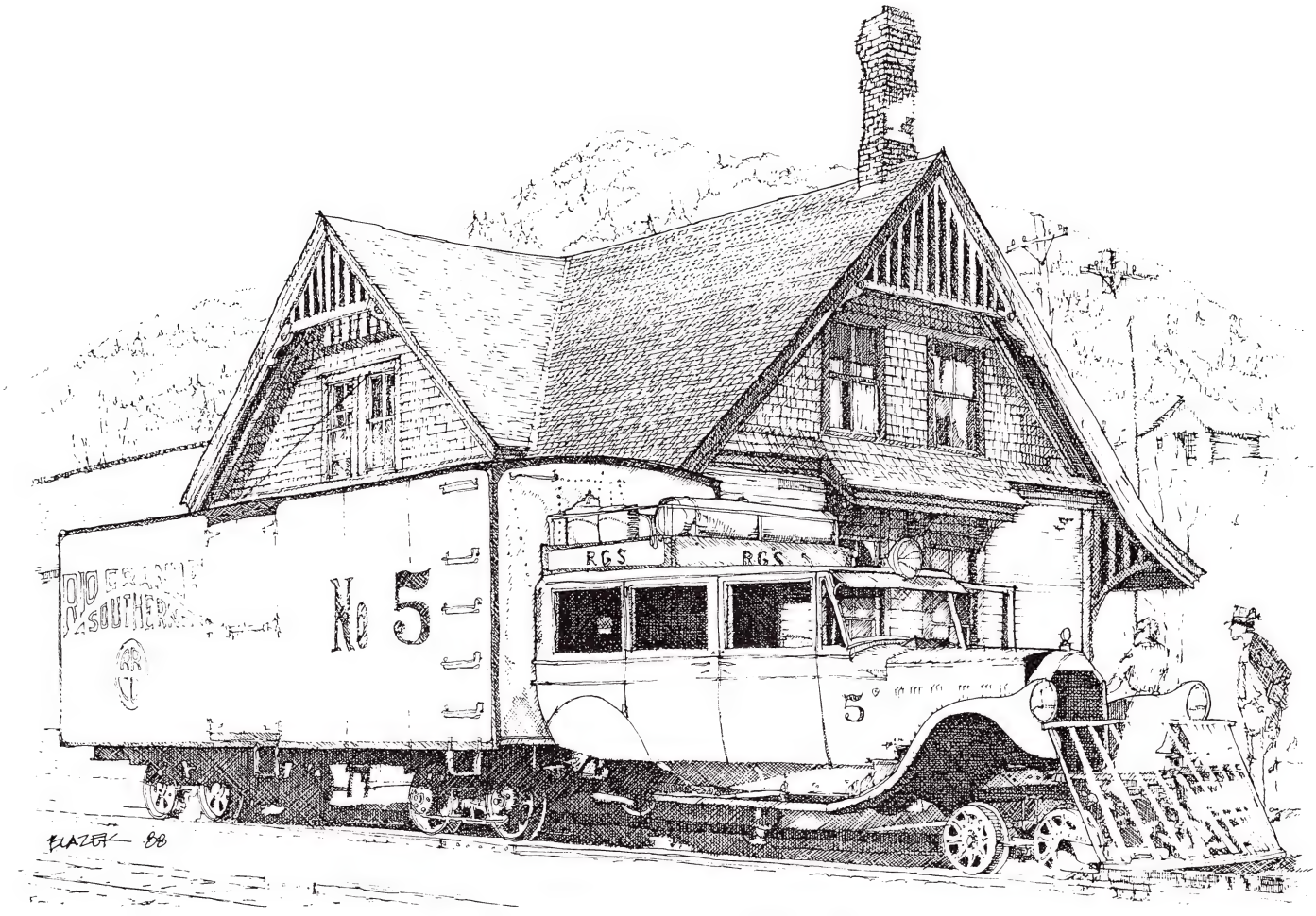
The frame and superstructure of the new Tuolumne Forks crew speeder. *Photo by Bob Brown.*

material was then glued in place on a sub-roof made of 1/32-inch-thick wood.

The end steps were made from styrene and glued to the frame as were the odd-looking coupler pockets.

Once the model was all together, I removed the Flea power unit and the wheels. Then I sprayed the underframe, coupler pockets, and end steps with Floquil Earth. Next I very carefully and sparingly dabbed small amounts of white on the sides and ends and immediately rubbed the white off with my finger. Next I brush-painted the front door white and glued wood-grain-scribed wood strips to the styrene steps. Finally the whole car was carefully dusted with rust, dirt, and yellow ochre dry colors using a fairly large soft brush.

Once the Flea unit and wheels had been re-attached to the frame I added the sound components that make my crew speeder "putt-putt" through my sound system (custom-made by "sound wizard," Gordon North). My speeder really looks and sounds authentic putt-putting down the tracks of Tuolumne Forks. However, it is a bit hard to start because of the two-wheel pickup, but what the heck, I'll bet the prototype was also hard to start.



BLAZEK'S
RIO GRANDE SOUTHERN

THE GRAND OLD LADY OF THE RIO GRANDE SOUTHERN

by Mike Blazek

I have been selling Rio Grande Southern plans for more than two years and my sales indicate that Rico on the Rio Grande Southern may be the most commonly modeled place on the railroad – perhaps even more popular than Ophir. The yard at Rico contained a satisfying mix of buildings that were interesting because of their character and history. The depot (the "grand old lady") and engine house clearly dominated the scene. But the railroad facilities also included a water tank, sand house, tool house, section house, bunk house, coal and handcar sheds, a main toilet building and lots of outhouses, a coaling dock and trestle, and several commercial structures as well. There was also a wonderful clutter of boxcar bodies and the accumulated junk of the ages.

My Rico engine house is still under construction but I have almost finished my depot. It was complete enough to enter in the last San Diego Sn3 Symposium contest. I was very pleased when it won First Place

This overall view shows the subtle coloring used by the author on his S scale model of the Rio Grande Southern's Rico Depot. *Photo by the author.*

The grand old lady of the Rio Grande Southern in her declining years – the Rico Depot in 1952. *Photo, collection of A. G. Chione.*

in structures, Best of Show, and the PBL Award.

My S scale Rico Depot model is built on a sub-structure of mini-plywood for strength. Individual strips of wood were used over this sub-structure. The wainscotting, clapboard siding, and trim were all built up out of individual boards, and there are some 15,000 individual shingles on the roof. The chimneys, baggage doors, windows, doors, roof trim, and semaphore signal are all Grandt Line castings. The signs came from a line once offered by Dave Bigge.

All the wood was pre-stained with a combination of grey, black, or brown, and distressed, wood-grained, and painted before assembly as described in my article on the Rico coal pocket in the March/April 1988 **GAZETTE**.

As noted above, my Rico Depot is not quite done. I will add on the extended "Goose" platform once the building is installed on the Sn3 layout of Gabe Bradford, a co-founder of the Rio Grande Southern Historical Society. Once the depot is in place on his layout I will install some dim lighting in the upstairs and put in the surrounding telegraph poles and lots of cinders and weeds. Then this grand old lady will take her rightful place as the queen of the Rico yard.

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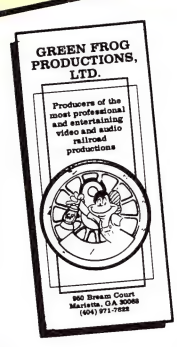
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Laser CUT

HO Scale

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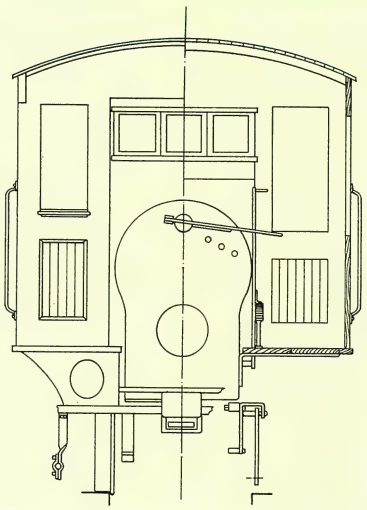
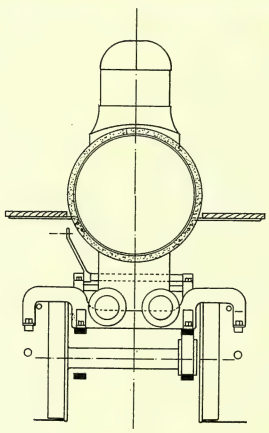
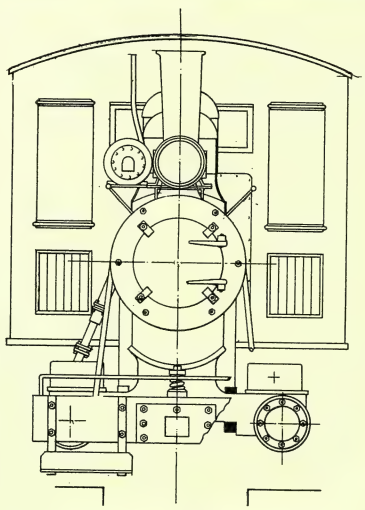
GODCHAUX PLANTATION LOCOMOTIVE

by Ed Gebhardt

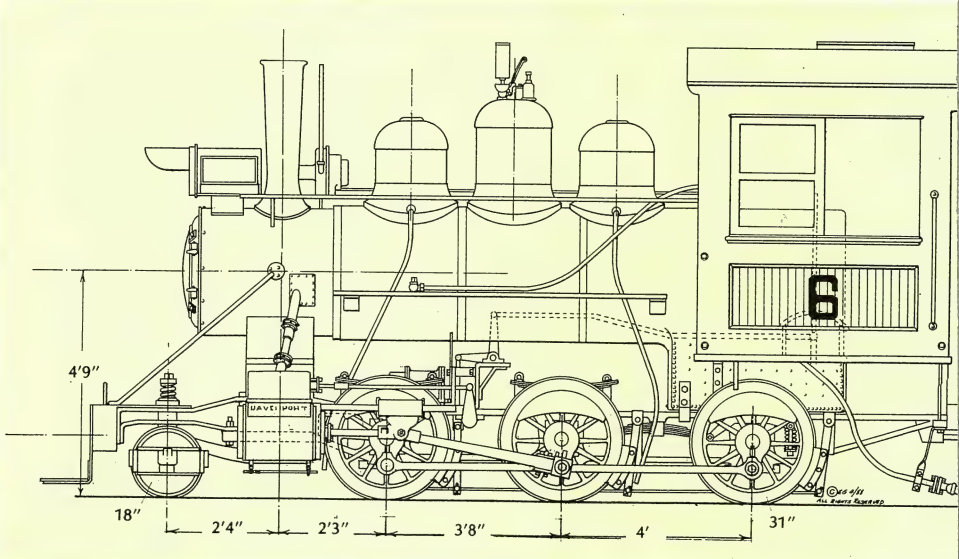


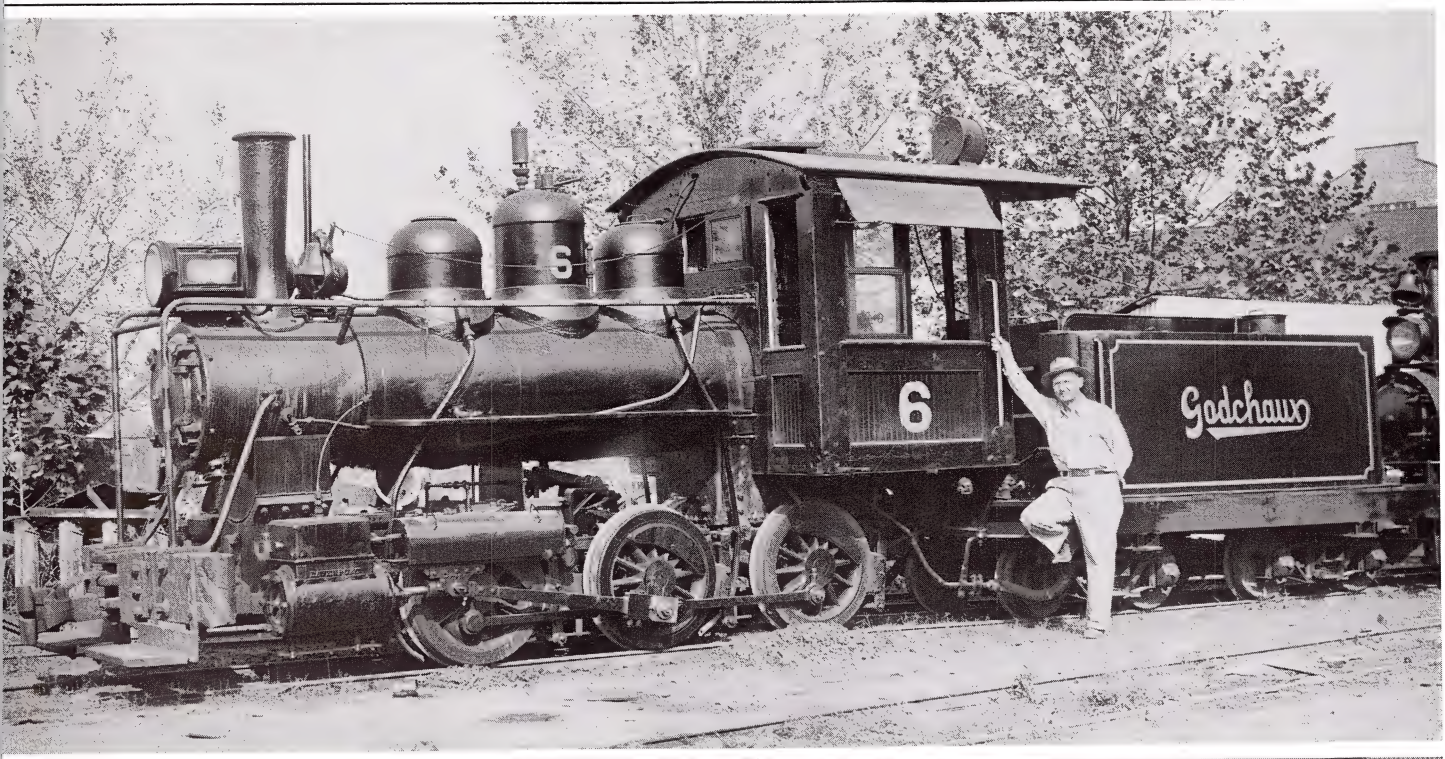




I like to believe that the designer of this little 2-6-0 really planned her as a G gauge model because she would make a great one. Number 6 is charming, and her toy-like proportions suggest a model rather than a plain, hard-working machine. She was originally designed as an 0-4-4 for the Alma Plantation, located at Lakeland, Louisiana, in Point Coupee Parish. The engine arrived in 1907 from the Davenport Works and was named DIXIE. She was Alma's first steam locomotive and replaced the successsion of mules that had been used as motive power on the plantation since the late 1700s.

Dixie lasted at Alma until 1938 when she was sold to the Godchaux Plantation Railroads operated by Louis Godchaux. The Godchaux Railroads operated from St. James Parish across the Parish of St. John the Baptist, just west of Lake Pontchartrain, near New Orleans. Godchaux paid just $500.00 dollars for #6 (less than most imported model engines cost today). Number 6 was rebuilt into an 0-6-0, an unusual wheel arrangement for a Louisiana plantation locomotive. The other Godchuax engines were 0-4-4's, an 0-6-4 and a 2-6-0. The lack of a lead truck on #6 may have given some trouble on the company's rough and undulating track, for she was soon converted into a 2-6-0. Most plantation conversions were unattractive, often grotesque machines, but the Godchaux shop crew produced a very nice-looking locomotive. The boiler was raised 14 inches so a firebox could be placed above the frames to clear the rear drivers. A welded sheet metal extension was placed above the cylinder block. The reverse and valve gear operating rods and levers had to also be elevated so they were the right height. The only "commercial" part purchased for the rebuild was one pair of drivers from Baldwin. The steam brake cylinders were placed side by side behind the cylinder block. The tender had a welded tank and tender frame which were built in the Godchaux shop. A turbo generator was placed along side the smoke stack on the right side because the engine was often operated at night. The bell was right behind the stack but it was not used after the rebuild. All in all, the rebuild produced a workable engine that was capable of much hard work. She lasted into the late 1950s when trucks and tractors replaced steam engines on the plantations. Number 6 was sold and wound up at the Edaville Museum in South Carver, Massachussetts. So far as I know she still exists at Edaville.

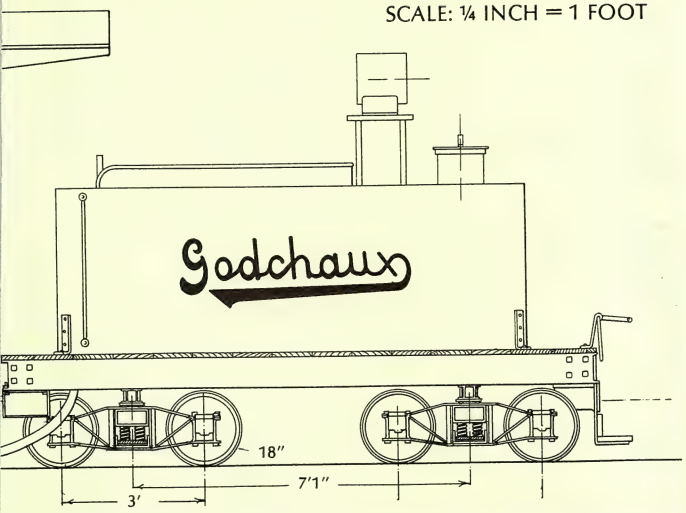


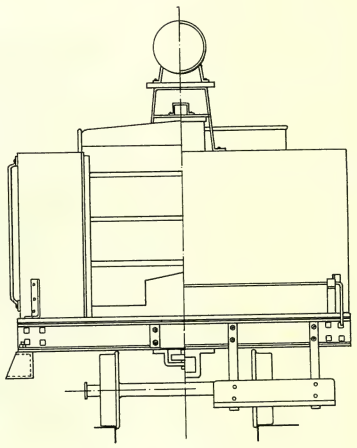


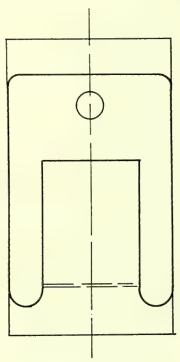
Godchaux Railroads' #6 as an 0-6-0, nicely painted and striped, with their Superintendent of Railways, one W.H. Jones, standing at the gangway. *Photo by C.W. Witbeck, collection of Louis Saillard.*

Godchaux #6 in her final form as a 2-6-0. She was painted the company's customary black with imitation gold (yellow) lettering. *Photo by C. W. Witbeck, collection of Louis Saillard.*

SCALE: ¼ INCH = 1 FOOT







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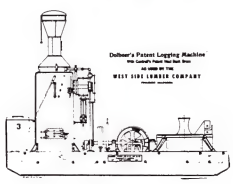

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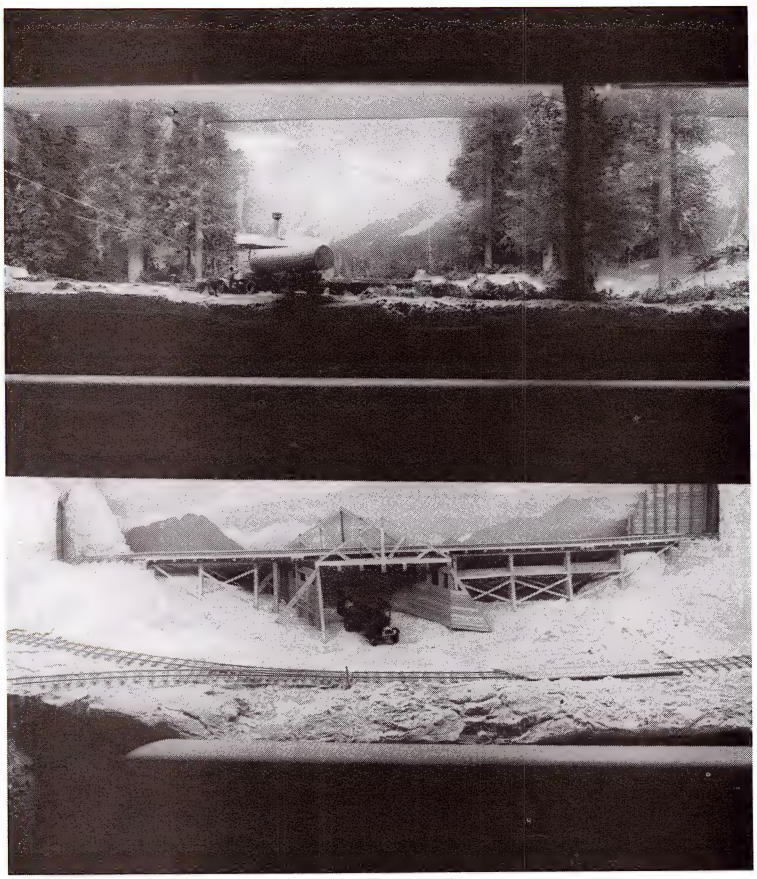
Bob Robbin's On3 SUSSEX LUMBER COMPANY



by Tom Sullivan
Photos by the author

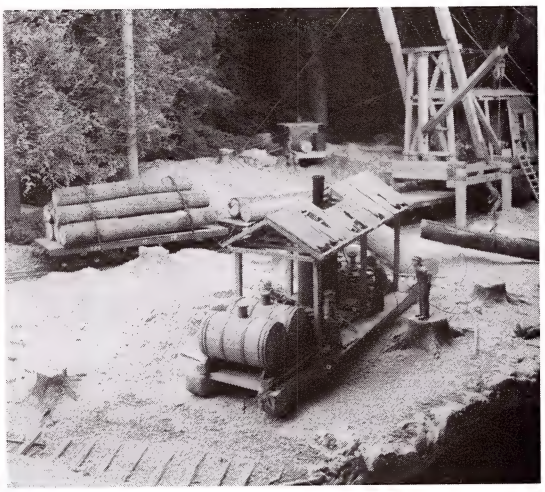
Bob Robbin's On3 Sussex Lumber Company is one of the layouts that will be open to visitors at the Eighth National Narrow Gauge Convention in Scranton, Pennsylvania, this August. Bob's layout occupies a 10- x 13-foot room – small for an On3 line. But he made good use of space – the two main levels of his layout effectively double the available space. The

Above: Two levels of the multi-level Sussex Lumber Company show in this photo, but in real life they are about 12 inches apart so that you have to focus closely on one or the other and are not distracted by edging or supporting structures.

Left: Bob Robbin's On3 Sussex Lumber Company layout occupies a room only 10 feet by 13 feet. The layout was under construction here. Note the two main levels and the the various connecting grades.

Below left: The shadow box effect of the author's multi-level railroad shows in this photo of its upper level. Note the arm rest along the front of the layout.

Below: A close-up view of Landing #4 showing some of the details Bob Robbin has on his layout.

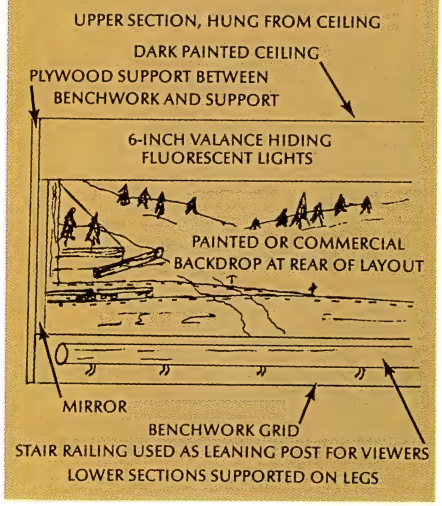


upper level features Bob's woods logging operation and the lower level has his mill and standard gauge interchange.

At one time, Bob had a complete traction layout in ¼-inch scale. But he had always nurtured a fondness for logging railroads and when so many nice On3 logging engines came out, Bob finally decided to switch to On3. Down came the overhead wire and up went the Ponderosa pines, and the Sussex Lumber Company was born. Built in the 1890s, this logging railroad is now struggling to make ends meet in the depression 1930s.

Bob's multi-level approach allows him to design the front of his benchwork to frame the models as though they are in shadow boxes. Each shadow box contains a scene connected to the next one by hidden tracks. With many of the scenes at eye level, the results are very effective. The space between the upper and lower levels is between 12 and 14 inches, forcing the viewer to focus on the scene immediately in front of him. So he is not distracted by lighting fixtures, supports, or blank back walls.

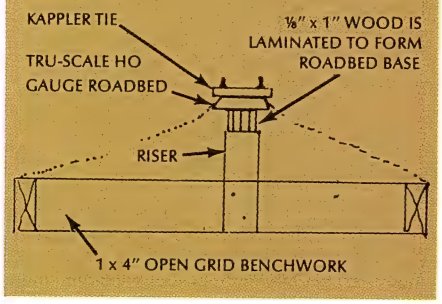
Fig. 1. Overall view of a shadow box on the Sussex Lumber company line. (Upper sections are hung from ceiling, lower sections are supported from the floor.)


UPPER SECTION, HUNG FROM CEILING
DARK PAINTED CEILING
PLYWOOD SUPPORT BETWEEN BENCHWORK AND SUPPORT
6-INCH VALANCE HIDING FLUORESCENT LIGHTS
PAINTED OR COMMERCIAL BACKDROP AT REAR OF LAYOUT
MIRROR
BENCHWORK GRID
STAIR RAILING USED AS LEANING POST FOR VIEWERS
LOWER SECTIONS SUPPORTED ON LEGS

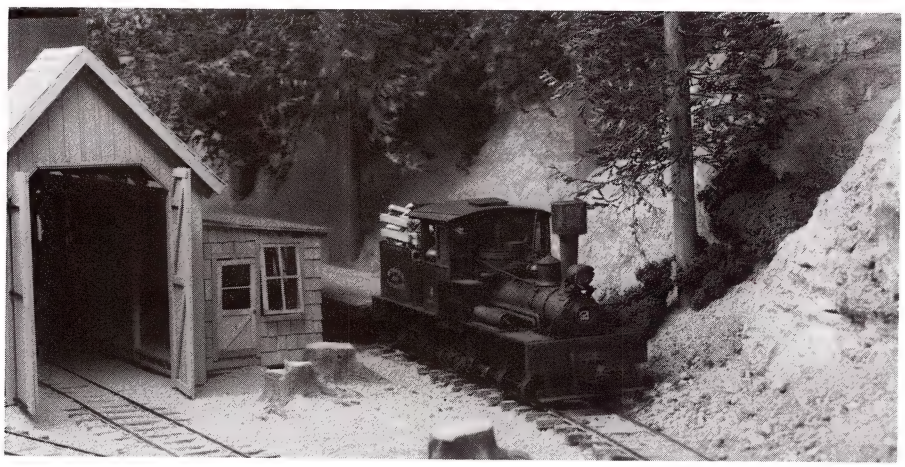
A Precision Scale 16-ton Class A Shay drifts past the engine house on the upper level of Bob Robbin's On3 Sussex Lumber Company.

The engine house on the On3 Sussex Lumber Company line was scratch-built, board by board, and has windows each put together from 40 individual parts. The shingles were cut and applied individually.

Fig. 2. Cross section diagram of track and its support structure.



Some of the Sussex Lumber Company track before it was ballasted. The roadbed is HO gauge Tru-Scale and the ties are 9-scale-foot Kappler On3 ties that stick out from the road bed. The ballast falls away from their ends making this track look very realistic.



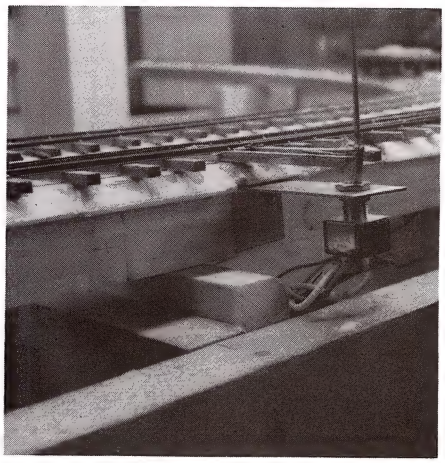


Fig. 1 shows the basic design of one of Bob's shadow boxes. His benchwork is open grid 1 x 4's arranged at various levels depending on the track plan. Some of the sections are hung from the ceiling, some are supported by the floor, and the remainder are cantilevered over others so that they have no visible means of support.

Fig. 2 shows a cross-section of the roadbed which consists of laminated strips of ⅛-inch thick by 1-inch-high pine topped with Tru-Scale plain HO gauge roadbed. Bob lays 9-scale-foot On3 Kappler ties on this roadbed, allowing the ends of the ties to overhang slightly so the ballast falls away from them as was typical on early logging railroads. Code 70 rail was spiked at every tie with a Kadee spiker. The ballast is sifted dirt from Bob's backyard. The minimum track radius is 28 inches.

So far, Bob has used five, 100-pound bags of Hydrocal to make the scenery. The entire layout is covered with rock castings stained with diluted washes of several Floquil colors.

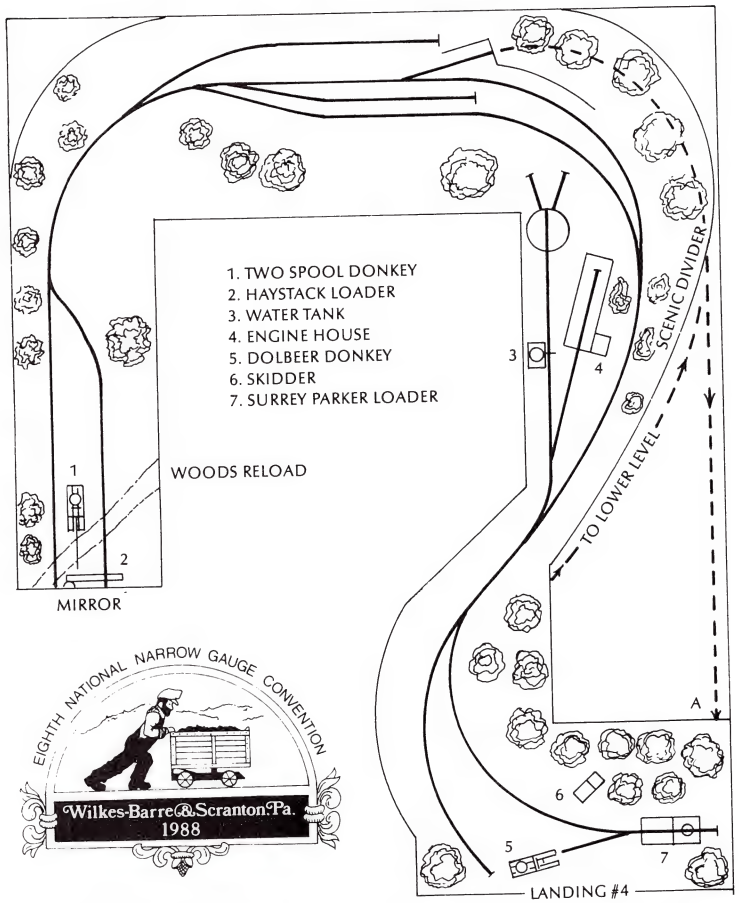
The ground cover is decomposed granite and sifted clays from nearby fields. All of the structures are scratch-built, board by board, to fit their location. Bob considers the extra effort necessary to scratch-build models well worth it because his space so severely limits the number of structures he has room for. The engine house features correct framing, built-up 40-piece windows, and individual shingles. The foundation of the powerhouse for the mill is built from several thousand individual styrene bricks. A start has been made on the detailed buildings to occupy a small mine complex on the lower level.

The Sussex Lumber Company's rolling stock is based on cars used on the West Side Lumber Company. The company now has 20 basic West Side 24-foot flats, but it needs at least 20 more, as well as some skeleton log cars. All of the flatcars roll on Simpson, Carter Brothers trucks. A brass Denver & Rio Grande Western, ex-Uintah, water car is fitted for fire fighting on the Sussex line.

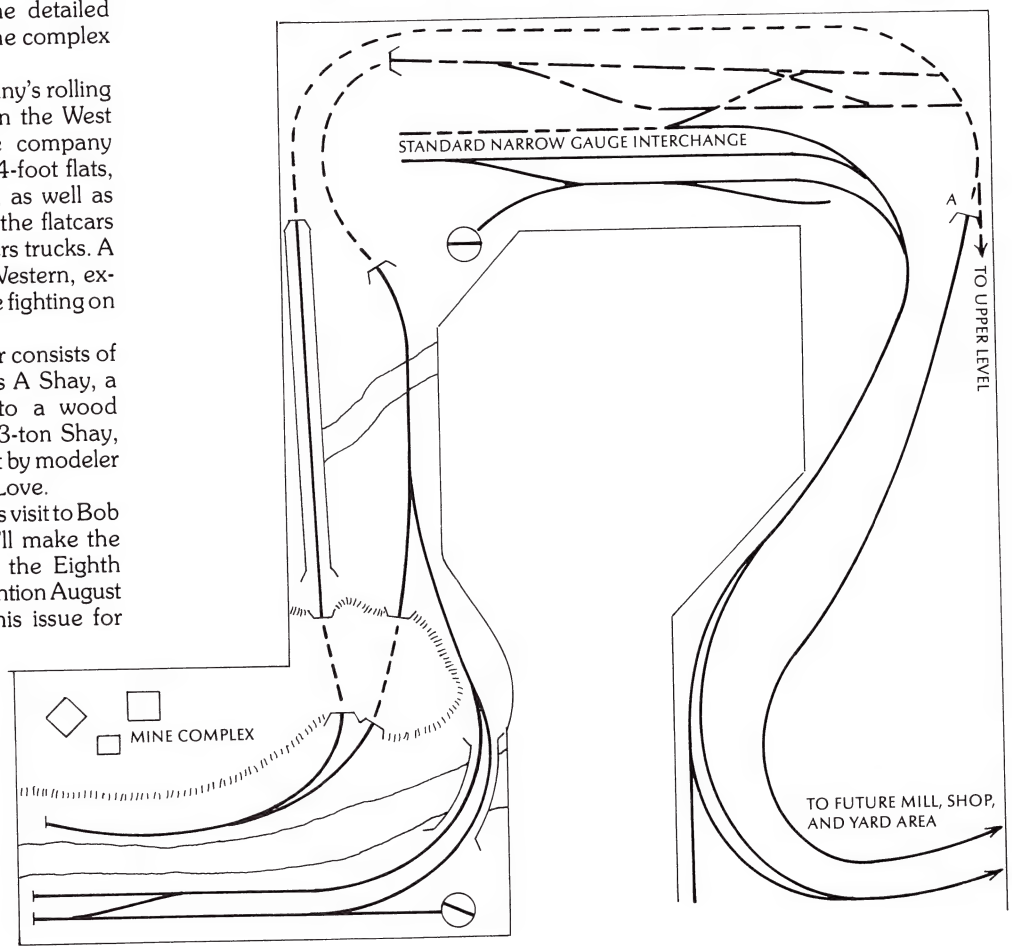
The railroad's motive power consists of a Precision Scale 16-ton Class A Shay, a 42-ton Climax converted into a wood burner, and a U.S. Hobbies 13-ton Shay, that has been completely rebuilt by modeler and **GAZETTE** author, Bob Love.

I hope you have enjoyed this visit to Bob Robbin's layout and that you'll make the effort to see it in person at the Eighth National Narrow Gauge Convention August 17 through 21. (See ad in this issue for details.)

Sussex Lumber Company (Upper Level)



Sussex Lumber Company (Lower Level)



A Smelting Campaign

Part 8: The Conclusion

by Lind Wickersham
Photos by David Halpern

My smelting campaign has now gone on for over a year and, as with many of its prototype counterparts, it's time to let the furnaces burn out. I've just about exhausted my "ore supply," having completed descriptions of all the major components of a smelter, so I'll wind down my series by describing how the parts fit together and discuss the power room and some other details necessary for completion.

Photo 1 shows the whole smelter. The incline tram (Part 1) starts on the outside of the building on the right. This tram supplies coal, coke, limestone, and ore to the material bins (Part 2) across the top (back side) of the building. These materials have to be stored so they can be supplied continuously to the two blast furnaces including the large rectangular blast furnace in the center of the smelter (Parts 3 and 4). Gasses from this furnace are vented throught the dust chamber (Part 5) that is just to the left of the water tank inside the wall near the detached brick chimney. The slag crusher (Part 5) is just below (in front of) the large rectangular furnace. The upper portion of the small blast furnace (Part 6) is just visible to the left of the large rectangular furnace. The reverb furnace (Part 7) is in the upper left corner, and the power room to be discussed shortly is in the lower left hand corner of the building.

Photo 2 shows the power room. It contains from left to right: a riveted water tank for the boiler, a Cal-Scale boiler water pump, a modified Model Masterpieces boiler, a Rio Grande Models Corliss steam engine, a C.H.B. Models water pump, a Rio Grande Models overhead belt drive system, and two scratch-built air blowers used to provide blast air to the furnaces.

When a furnace was tapped there was slag to transport to the waste area or for reprocessing. My smelter uses little two-wheeled wagons called "button ladles" (photo 3) that are around 24 inches wide and 12 to 24 inches deep. The main body of my ladles is made from Plastruct tubing. To make them I cut a 2-scale-foot length of 5/16-inch tubing and then a 1-scale-foot length of 3/32-inch tubing. I glued the small piece of tubing inside the large piece and filled the core of the small piece with Squadron Shop Green Putty. Next I filed the outside of the assembly to a cone shape appropriate for the bottom of the ladle and carved the inside to a bowl shape. The axle, ladle handle, and the little bar that props the ladle up were all made of 0.012-inch brass wire. The wheels are from Vintage Reproductions.

Photo 1. An overview of the interior of the author's HO scale Metallic Union Smelter.

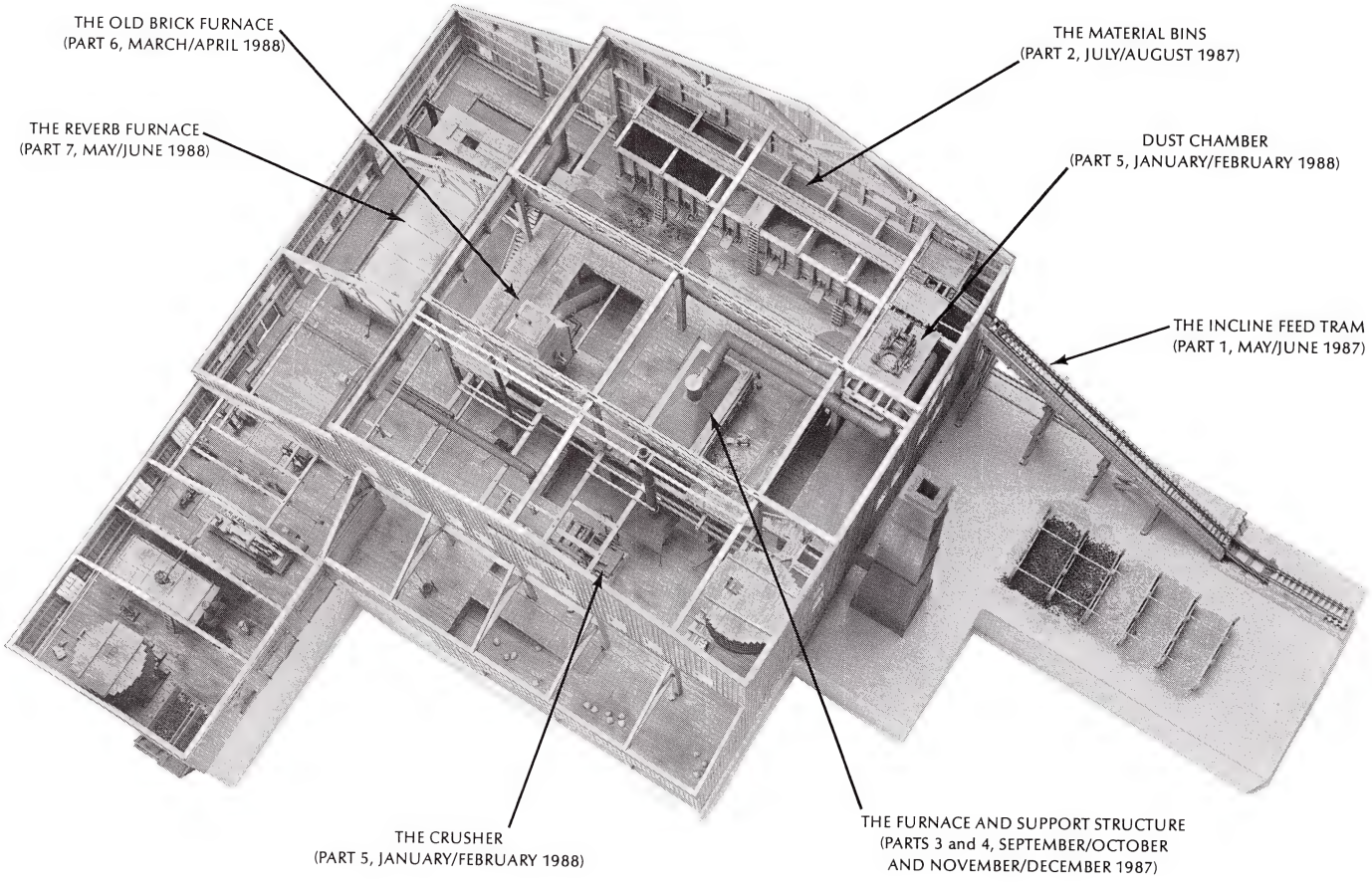
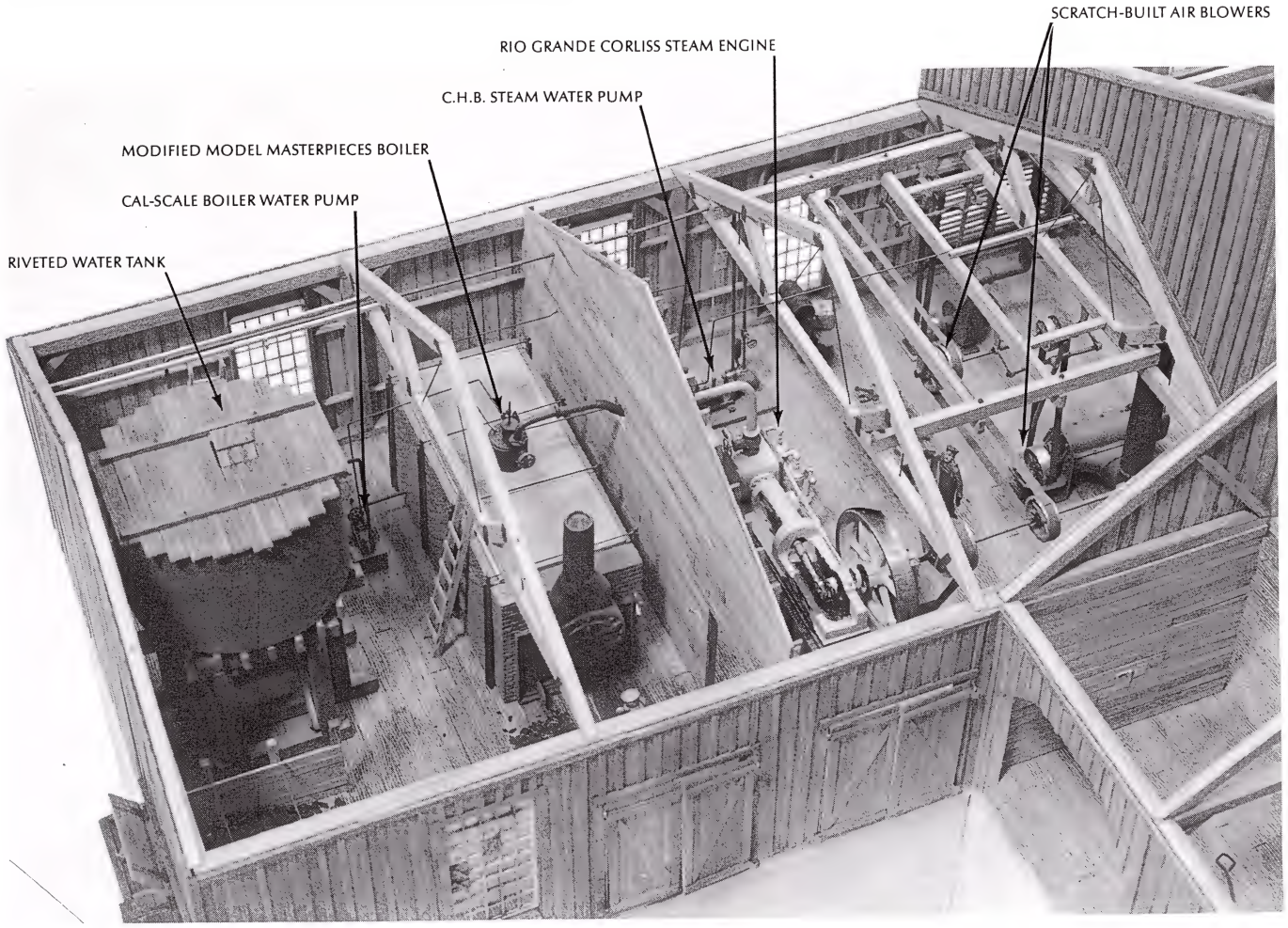


Photo 2. The power room of the HO scale smelter includes a steam engine that pumps water to the storage tank for cooling the furnaces.



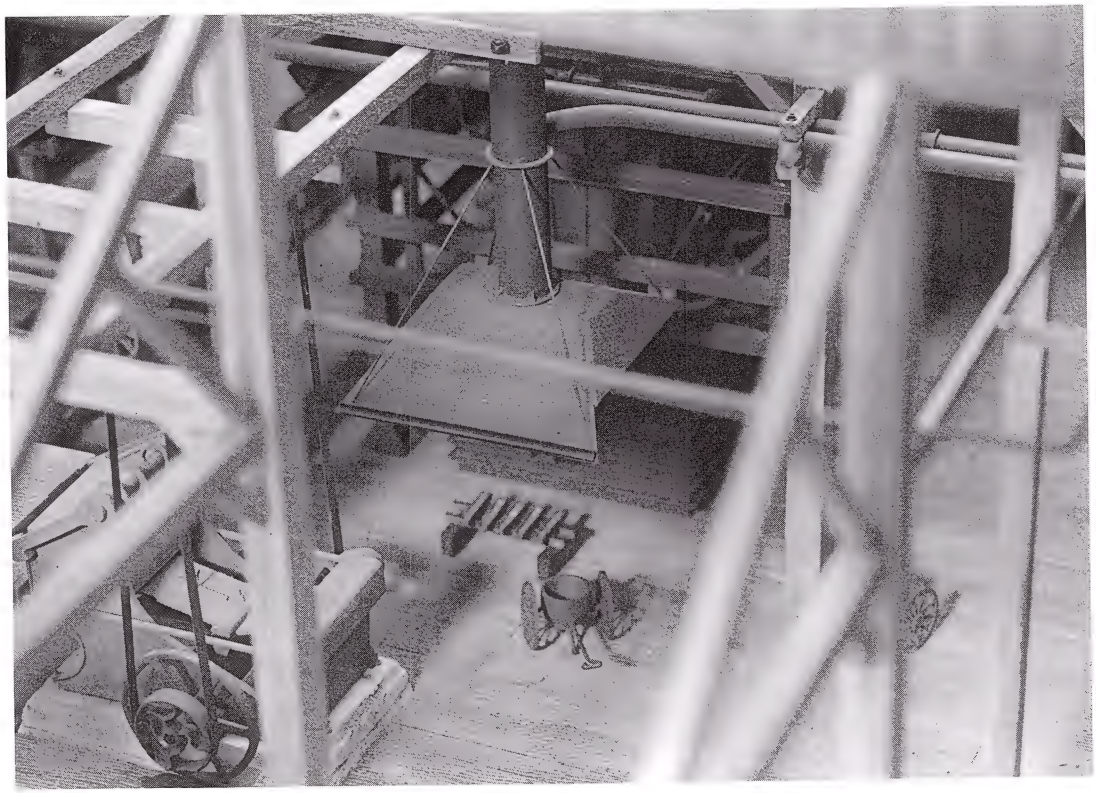
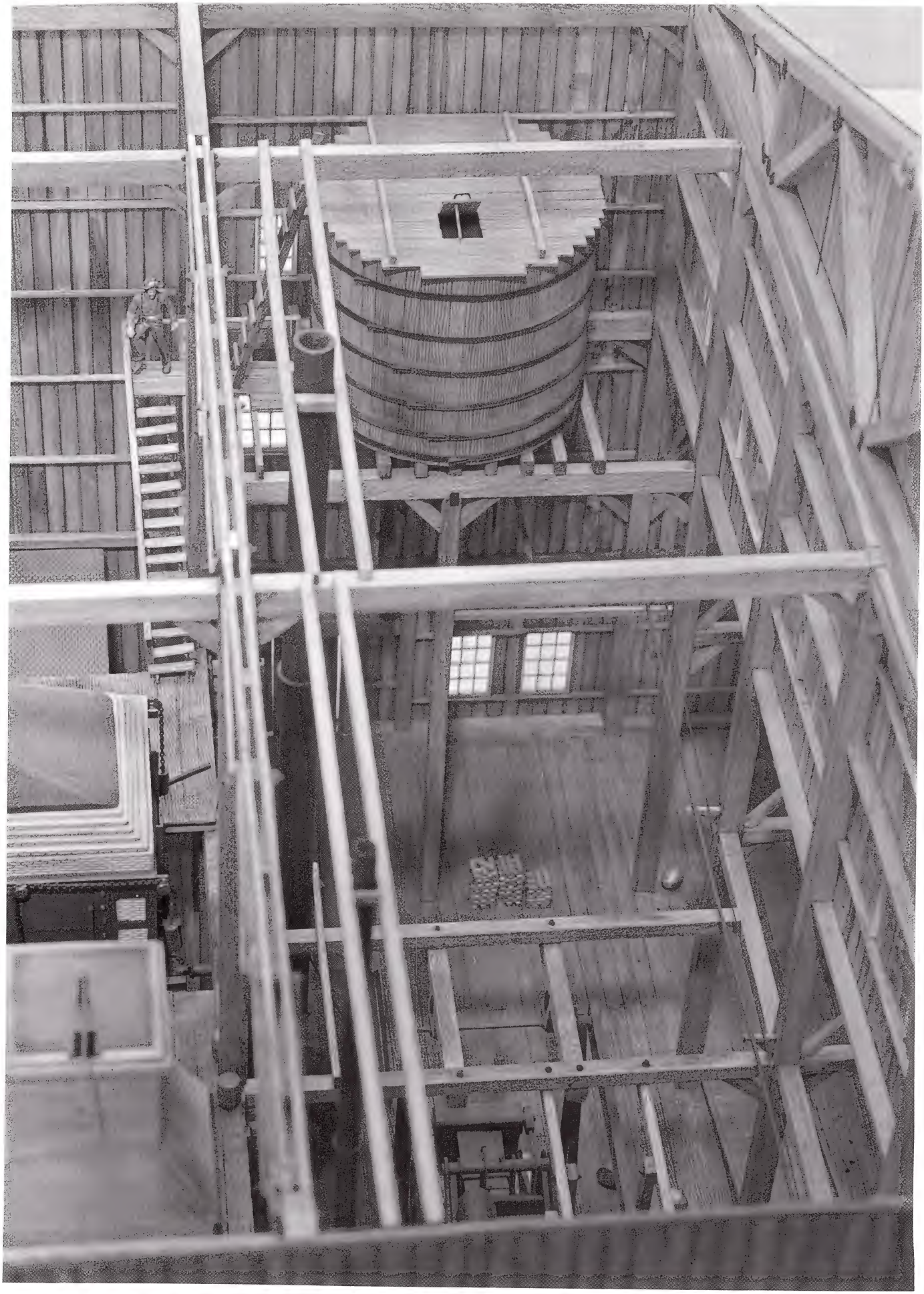


Photo 3. This interior view of the author's HO scale Metallic Union Smelter reveals the crusher on the left and a fume hood in the middle. Ingot molds and a button ladle for slag are just below the hood.



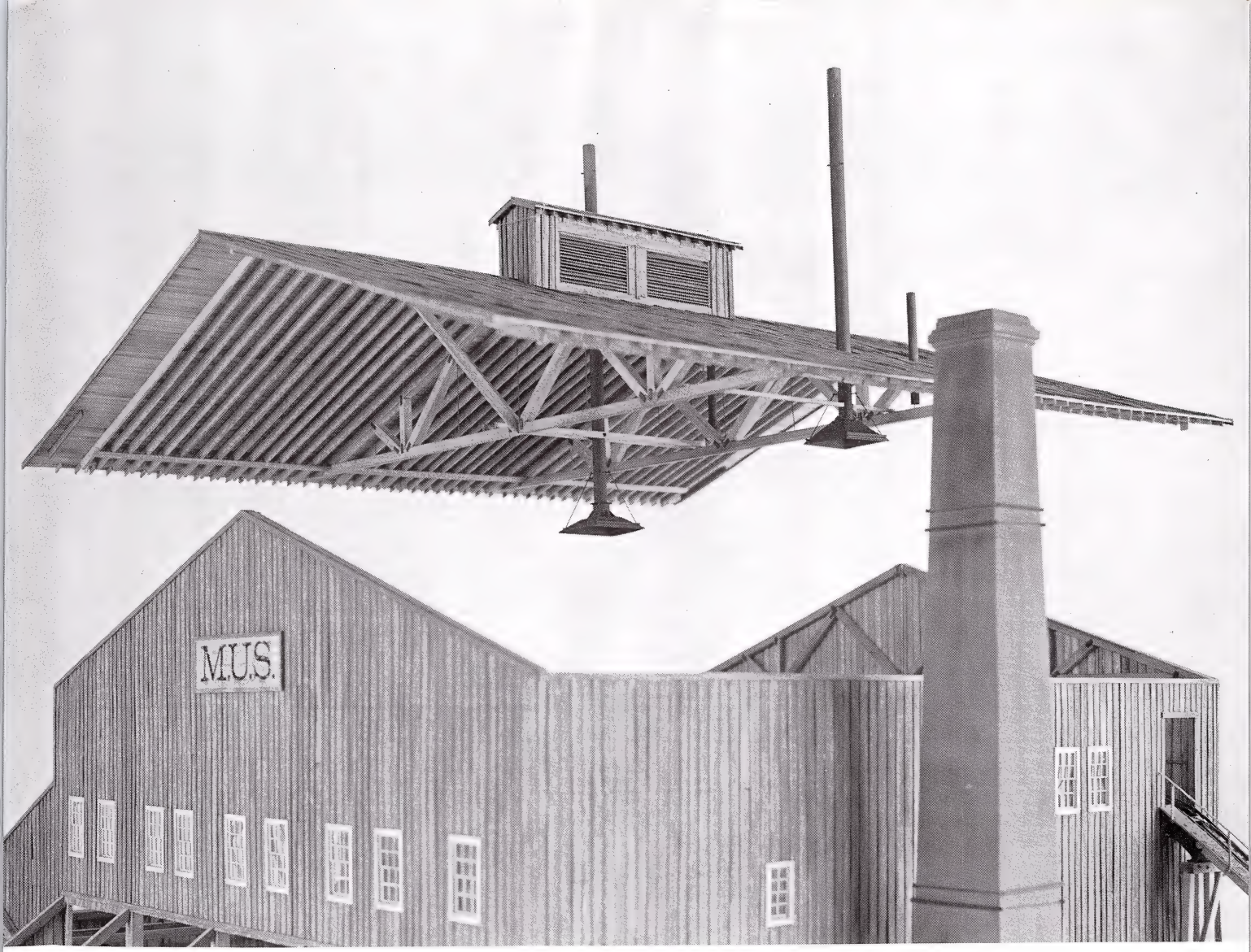


Photo 5. This exploded view of the author's HO Metallic Union Smelter shows the exterior of the building and the draft hoods that fit down over the starter stacks of each of the two furnaces.

Photo 4 (opposite). This interior view of the author's HO smelter shows the main water tank that holds water for the cooling jackets of the furnaces seen on the left.

Any smelter should also have several ingot molds. I made mine out of ⅛-inch Plastruct "C" channel cut into 2-foot lengths with the ends capped with 0.010 styrene. Ingot molds were usually supported on a rack made out of rail. Photo 3 shows some of my ingot molds on a rack; there is a stack of finished ingots awaiting shipment visible on the floor beneath the water tank in photo 4.

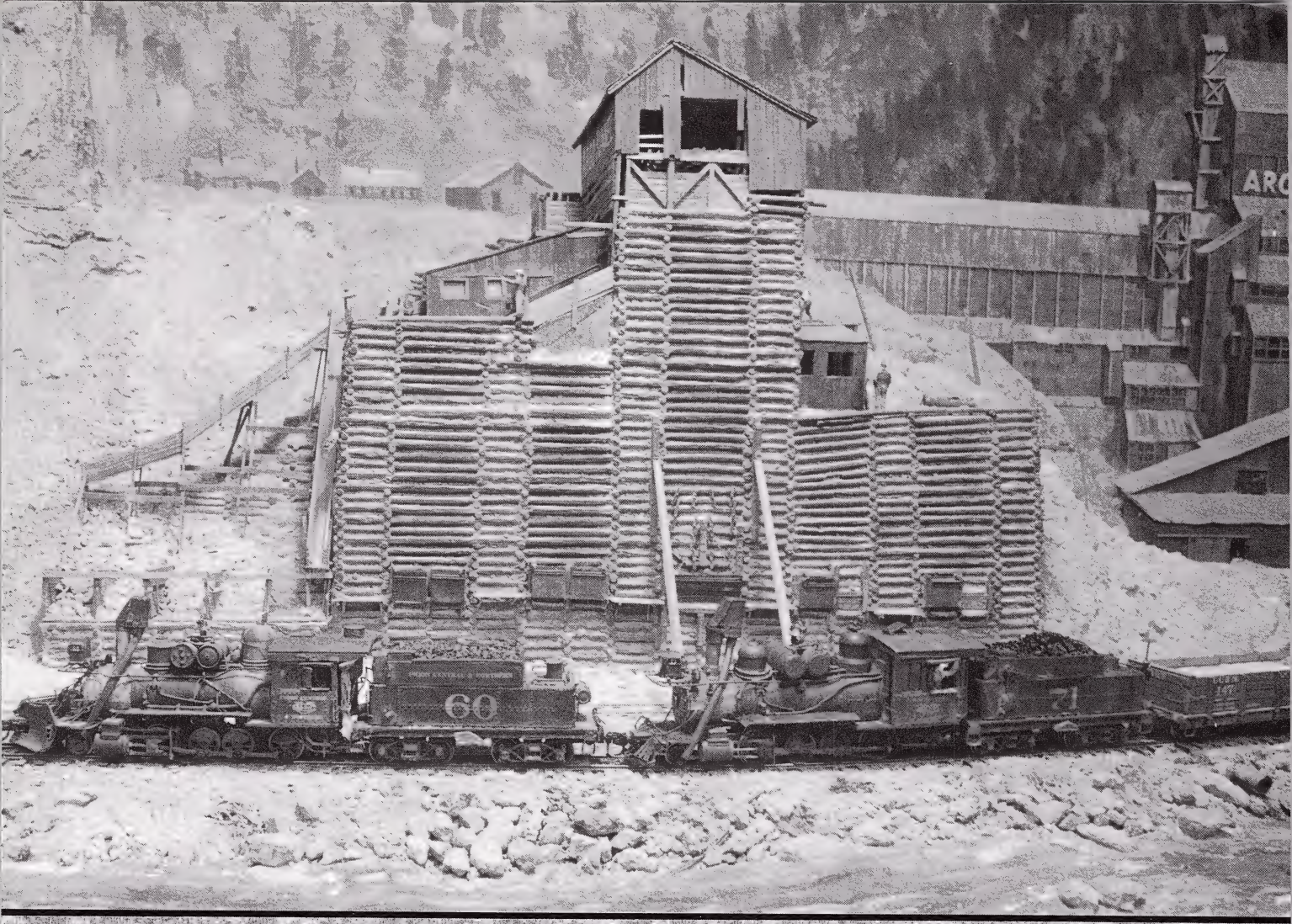
Given the toxic and noxious gases emitted in the smelting processes, each tap-off spout on a blast furnace needed a fume hood above it. There is a fume hood just above the button ladle in photo 3. My hoods were made out of 0.010-inch sheet styrene with 3/64-inch Plastruct angles as stiffeners. The braces running from the hood to the hood stack were made from 0.012-inch brass wire.

The furnace-cooling water tank is shown in photo 4. This water tank is filled by efforts of the C.H.B. steam water pump in the power room – that pump is visible in photo 2 just behind the Rio Grande Corliss steam engine. The water from the tank is fed by gravity into the furnace cooling jackets. If you want to make shortcuts in building your smelter, do it someplace other than in the piping. The piping was very important to any smelter and will add interest to your model.

Photo 5 shows the draft hoods that fit down over the drafting or starter stacks of each blast furnace. These hoods were built like the fume hoods. Detail Associate lifting eyes were attached to the stacks for the guy wires.

The windows in my smelter were glazed with Kodak Kodalith film. This material does not glare in strong light, is only 0.005-inch thick, won't fog when glued (even with ACC), and will process completely clear in a film fixer providing the film has not been exposed. My smelter building is made from Kappler scale lumber colored with acrylic paints on the inside and Floquil Natural Pine Stain and diluted Rock Island Maroon on the outside walls. All the surfaces received a final weathering with dry chalks.

I hope you have enjoyed this "Smelting Campaign" and have gained some useful modeling ideas. If you have any questions please write to me and enclose a stamped, self-addressed envelope. Send to: Lind Wickersham, 4736 South Wheeling, Tulsa, OK 74105. Happy smelting.



Up Clear Creek on The Narrow Gauge

Part 51: The Union Central & Northern Motive Power

by Harry Brunk
Photos by the author except as noted

When I finally decided against trying to model all the various prototype narrow gauge railroads that appealed to me and settled on modeling the Clear Creek line, another problem faced me. What time period did I like the best? Congdon stacks? Ridgway spark arrestors? The emotional appeal of the different eras seemed pretty much all the same at that time in my career, and my first two locomotive conversions reflected this indecision – my first being an 1880s engine, the second a "modern" engine. Eventually I settled on the late 1920s – early 1930s as my era.

At the time I was starting my Union Central & Northern, Ken Kidder was importing an inexpensive brass 2-6-0 in both HO and HOn3. Called a Porter Mogul, this locomotive was in fact a little oversized for an HO scale Porter. But it was very close to the right size for an HO scale Brooks. I decided that this 2-6-0 could make a convincing Brooks 2-6-0 for my newborn UC&N and I purchased three of the Kidder engines, two to use for future projects. Shortly, I had UC&N #12, quite a respectable looking 1880s Brooks ready for track-testing. The prototypes of these early 2-6-0's had gained the infamous title "cold-water Brooks" on both the South Park and the Colorado Central. The prototype may have had the reputation of being a bad steamer, but UC&N #12 has remained a reliable performer.

Title photo: The author's Union Central & Northern 2-8-0's #60 and #71 double-head by the Argo Tunnel. *Photo by Harry Brunk.*

Even as UC&N #12 was still being tested, Westside came out with their first run of HOn3 D&RGW C-16's. Before this run, modelers in HOn3 had to make-do with building their own C-16's from Kemtron kits or buying one of the relatively small number of imports. Shortly, a devious idea for cross-kitting parts of a Kidder mogul and a Westside C-16 allowed me to produce my first "modern" C&S style 2-8-0. The D&RGW superstructure and tender of the C-16 were set aside except for the tall sand dome and the steam dome, otherwise only the mechanism of the C-16 was used. (Some Brooks on the South Park and Colorado Central had similar taller sand domes added after shopping; this also happened to UC&N #12.) Meanwhile one of my Kidder moguls that was still in the

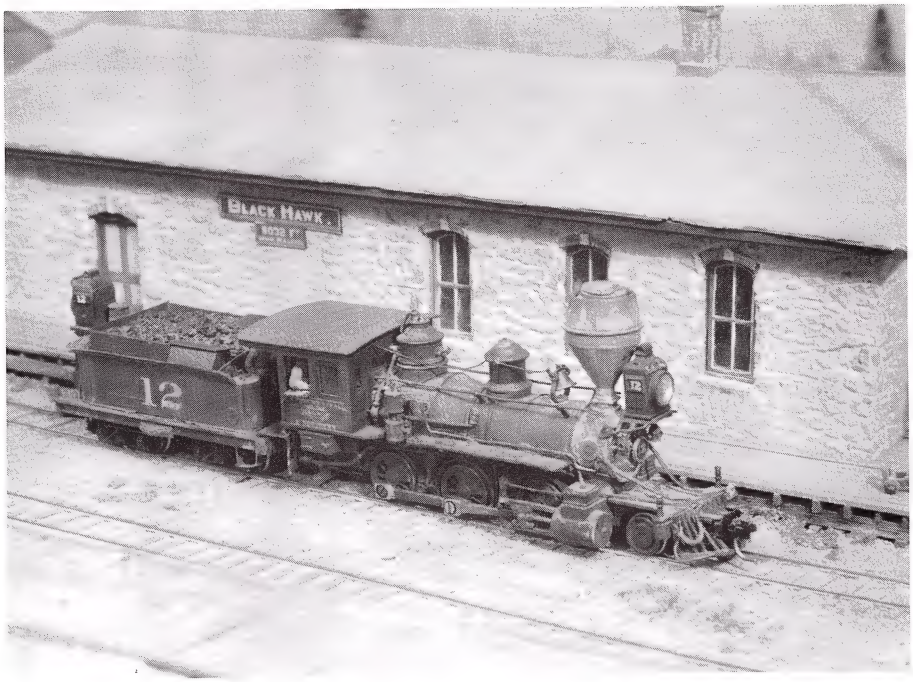
box lost its boiler and cab. That wagon-top boiler looked like a good starting point for building a Colorado & Southern style superstructure for the C-16 mechanism. A personal liking for the mixed domes and little box headlightof C&S #69 decided me on doing a #69 for my UC&N #69. The Westside C-16 steam dome went on the Kidder boiler conversion along with a multitude of Cal-Scale and Kemtron castings, and overlays of shim brass and strips. I used a Kemtron old style oil-burning lamp as my #69's converted headlight. Years later it was replaced by a smaller conversion from a Cary casting that is closer to the prototype size. Aside from the fact that the boiler is 9 inches shorter than it should be, I had produced a very creditable #69.

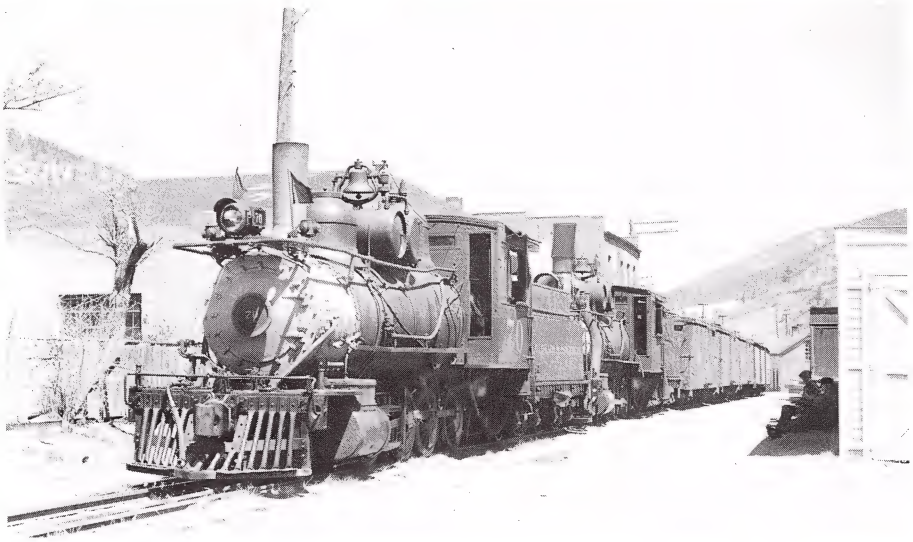
Even as this project was in progress, my friends, Charles Gay and Bill Sheldrick, provided me with my first Pacific Fast Mail "C&S 2-8-0." (I put that in quotes because the first PFM import was really only a generically detailed C&S style engine.) The wagon-topped boiler was so shallow that Charlie had stripped down several and using Kemtron tender shells, had built some highly credible D&RGW C-16's back in the days when complete Kemtron C-16 kits were hard to find. Charlie had a couple of untouched PFM tender shells, and these proved to be a good starting point for the C&S tenders that eventually went behind #69 and #65.

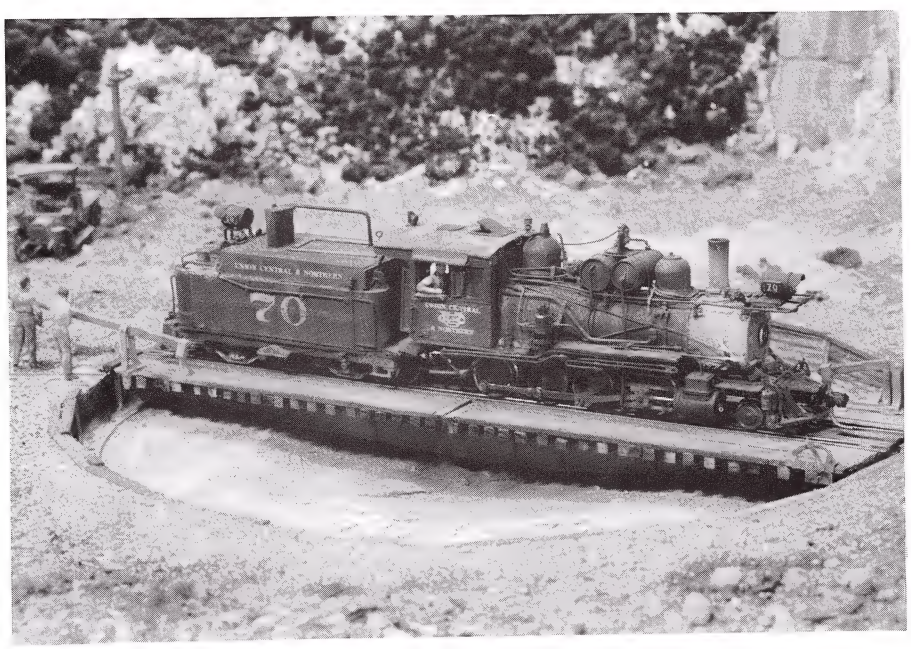
UC&N #71 began with one of Charlie's converted C-16's. It has the strange history of being imported as a C&S 2-8-0, converted to a D&RGW C-16, and finally back to a C&S, #71 style with a more pronounced wagon-top bulge.

Other strange and convoluted changes that I made to produce my fleet of locomotives include fitting a NorthWest Short Line Flea power unit into the cab and frame of a PFM C&S 2-6-0. It was a dirty job, but someone had to try it. (I don't recommend it. NWSL has other gear boxes that should allow a cleaner smoother transfer from tender drive.) By now the UC&N time period had settled into the late 1920s and early 1930s and this 2-6-0 became #22 as she looked in the final years of the C&S.

A Lambert C&S 2-6-0 became #6, but "all the stops were pulled out" for UC&N #9. I spent two days measuring the C&S prototype now on display in South Dakota. Six months went into drawing the plans that appeared in the March/April 1978 **GAZETTE** (out of print). By that time, I felt the engine was part of my family. I made a







Top right: Number 12 is the only old-timer on the UC&N. Engines like this one worked both South Park and Clear Creek. *Photo by Harry Brunk.*

Center right: C&S oil burner #70 with #73 taking a break in Idaho Springs on May 14, 1938. *Photo by R.H. Kindig.*

Bottom right: UC&N #70 on the Black Hawk turntable. *Photo by Harry Brunk.*

totally scratch-built boiler including my own etched cab sides and the original domes from a Lambert 2-6-0. I used a NWSL Spartan Series 2-6-0 with a micro motor and reduction gearhead for the mechanism. The tender was built up from a Robert Sloan C&S tender and cab etching package. (He had consulted my #9 plans for the proper tender pattern for those engines.)

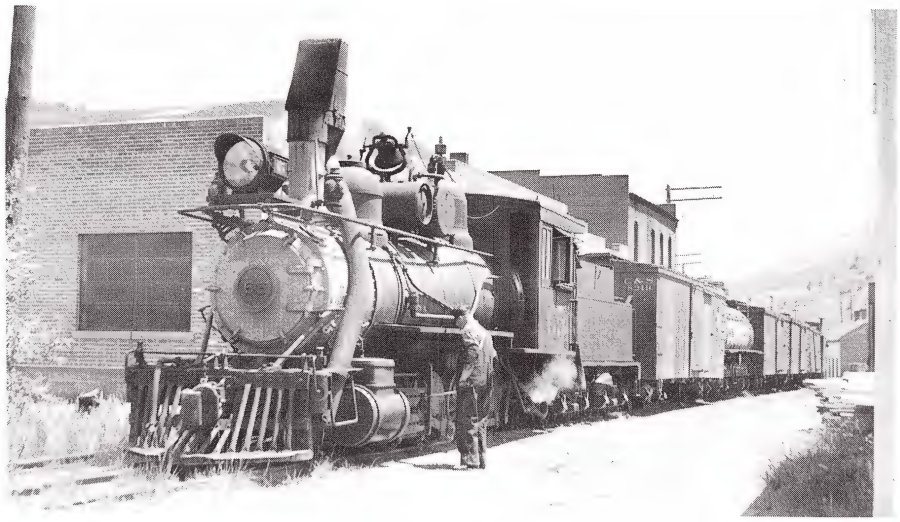
Another totally scratch-built boiler went over a Kemtron tender drive kit to become my model of #60. Its tender wrapper also came from Sloan etchings. (These etchings also included a longer tender for B-4E class 2-8-0's (C&S 71-73) but I had already scratch-built the one that finished off UC&N #71.) All this scratch-building and use of etchings was necessary as it would be a full ten years before a model of the first of these engines was imported.

The addition of B-4D class engines #65 and #70 to join #69 was just a matter of stripping down Westside C-16 boilers and making the appropriate changes. I had resisted building oil-burner #70 for a number of reasons, but finally seeing my friend Rick Steele's nicely built and weathered version of this engine "kicked me into gear." Rick and I compared notes on our best guesstimations on the one-of-a-kind tender dimemsions of the prototype. Recently I was able to tell him that we were very nearly exact, after I compared my model with an HO scale enlargement of an R.H. Kindig photo of the prototype at Forks Creek.

I have recently added a scratch-built #8 with tender and boiler on a Lambert 2-6-0 mechanism. This engine has yet to be painted since I like to test-run my locomotives before I paint them because working out mechanical bugs and tinkering to get the best performance can raise havoc with a paint job. Despite my best efforts to test-run everything before painting, I have had to do enough mechanical work on some of my "finished" engines to require two or three paint touch-ups.

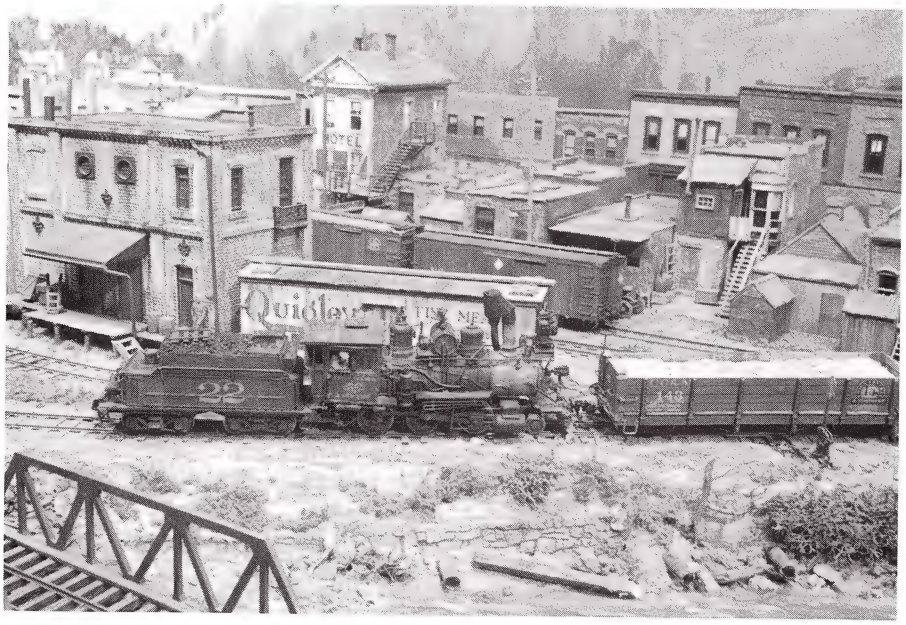
The smooth, sedate pace of UC&N #9 made me fussy about how all my engines perform. Measured against her, some are close in performance but none are as good. The gearhead reduction system is the reason, even though the micro motor itself (an excellent precision motor and priced accordingly) often gets the credit. Why can't someone like NWSL or Grandt Line, with their expertise producing good gearing systems, come up with a gear "sandwich" or package small enough to fit between the motor and idler gear box of an HOn3 locomotive? I'm convinced that less expensive Canon or Sagami motors could equal the performance of the high-priced micro-motor combination.

The micro motor gearhead system keeps the torque high while reducing the shaft speed. The speed of an average HOn3 engine is reduced at least by half; and if it has an idler gear box set-up, it gets these results without re-gearing the mechanism. To have the widest appeal, a gear sandwich



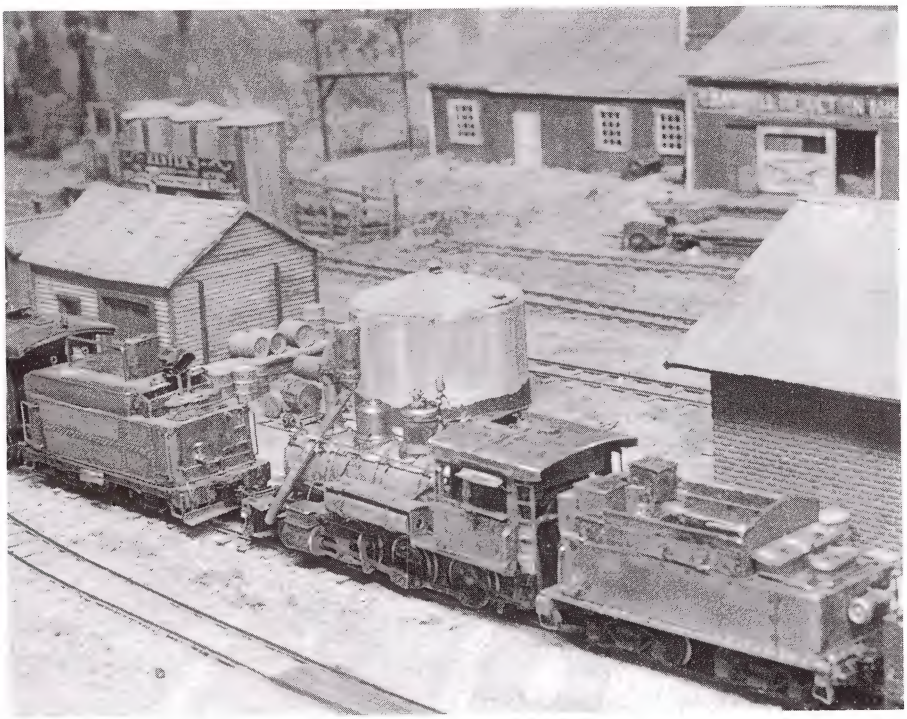
C&S #65, a class B-4D engine pauses for oiling in Idaho Springs on July 28, 1938. Numbers 68, 69, and 70 were also class B-4D engines but differed in details. *Photo by R.H. Kindig.*

UC&N numbers 69 and 65 near Floyd Hill. These two engines along with #9 will be seen at work in the next installment of "Up Clear Creek." *Photo by Harry Brunk.*

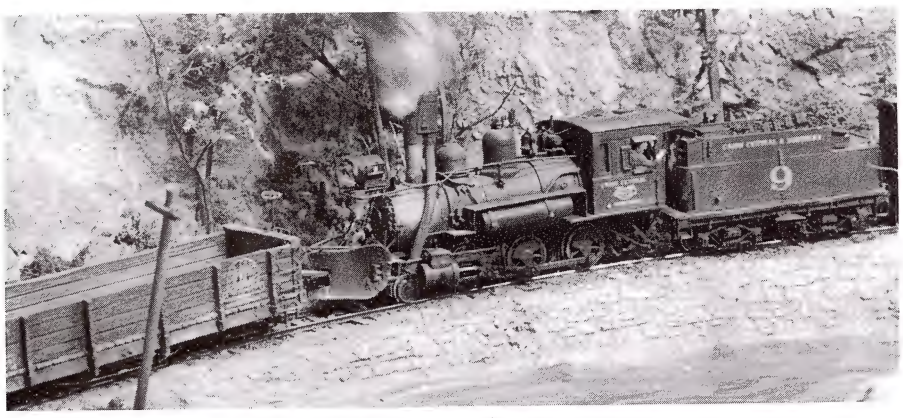


Detailed to look as it did in its last year, #22 switches at Idaho Springs. This PFM, tender-driven, import was re-motored with an in-cab NWSL Flea power unit. *Photo by Harry Brunk.*

Above: C&S #9 photographed on August 27, 1937, still had her snowplow in mid-summer. *Photo by R. H. Kindig.*



Left: UC&N #8 was scratch-built in brass and has yet to be painted. *Photo by Harry Brunk.*

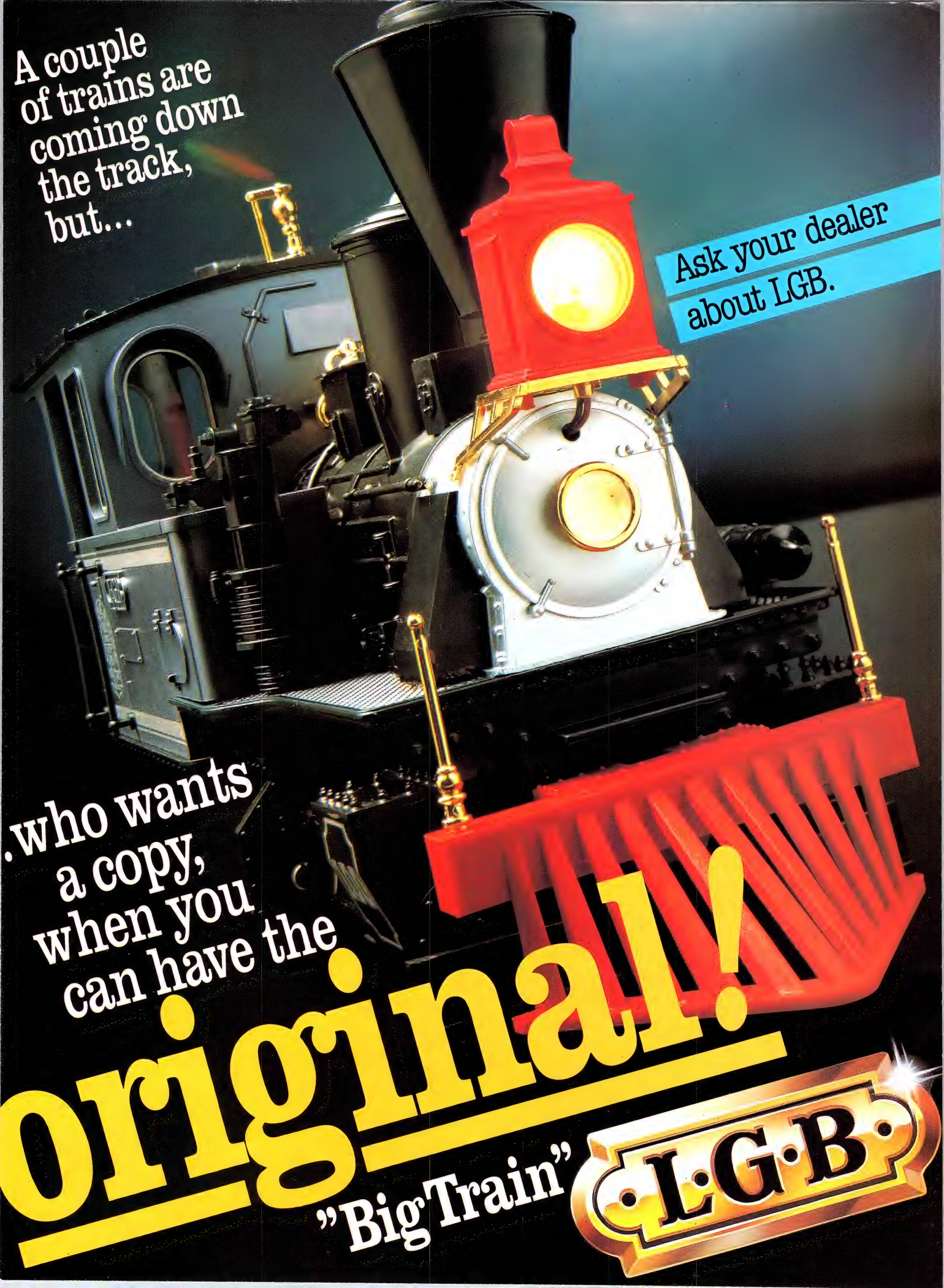


Bottom left: UC&N #9 is the author's favorite engine. She runs too well to be assigned to passenger runs alone so here she is working some freight. *Photo by Harry Brunk.*

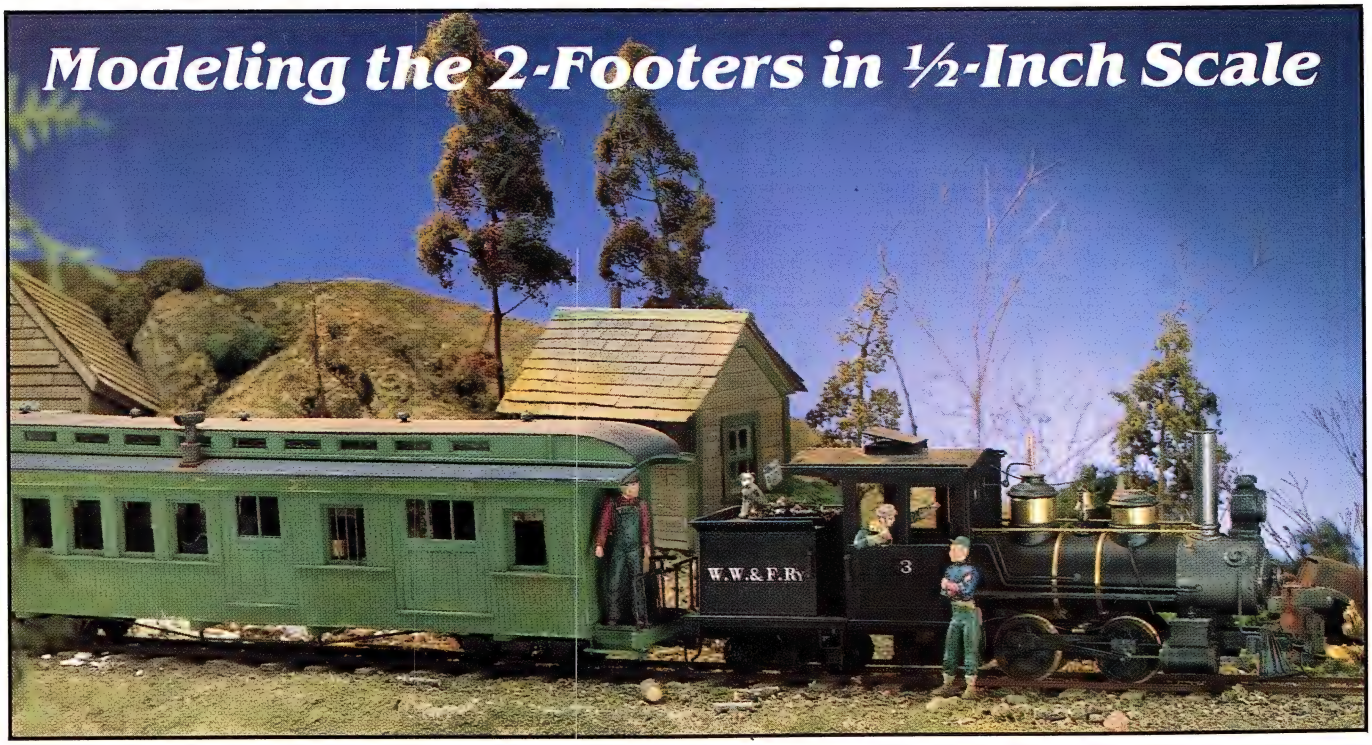
a half-inch deep or less, and designed to fit in most HOn3 boilers, could be equally at home in large scale with large motors and produce the same result. With universal couplings, front and back, some engines could make do with open-frame motors until the modeler was prepared to move up to smoother can type motors. The reduction gear package should be designed to fit many kinds of motors so that there would be a broad market appeal.

Perhaps someone is producing such a gear reduction system already. If so, I'd like to know about it. I've tried adapting a micro motor gearhead reduction package to a Sagami motor and found it was beyond my limited tools to mount the tiny shaft gear of the Sagami so it would mate up with the gearhead package. I'll have more on this in the future. Meanwhile, let me know (care of the **GAZETTE**) if you want the same thing that I do – engines in all scales that run as good as they look.

In the next issue join four of us in the year 1932 as we ride X-70 west up the UC&N Clear Creek narrow gauge. The track plan will be shown so you can follow along.


A couple of trains are coming down the track, but...
Ask your dealer about LGB.
..who wants a copy, when you can have the
original!
"Big Train"
LGB

Modeling the 2-Footers in ½-Inch Scale



by Peter Mesheau
Photos by the author

I have been building 2-foot gauge models for many years in HOn30, On2, and 16mm scale. There were three photos of 16mm scale, 32mm gauge industrial railroad models that I built in my article on 16mm narrow gauge in the July/August 1979 **GAZETTE** (out of print). The July/August 1983 **GAZETTE** had a description of the 16 mm scale, 2-foot gauge Sandy River & Rangeley Lakes railbus that I built for my outdoor railroad.

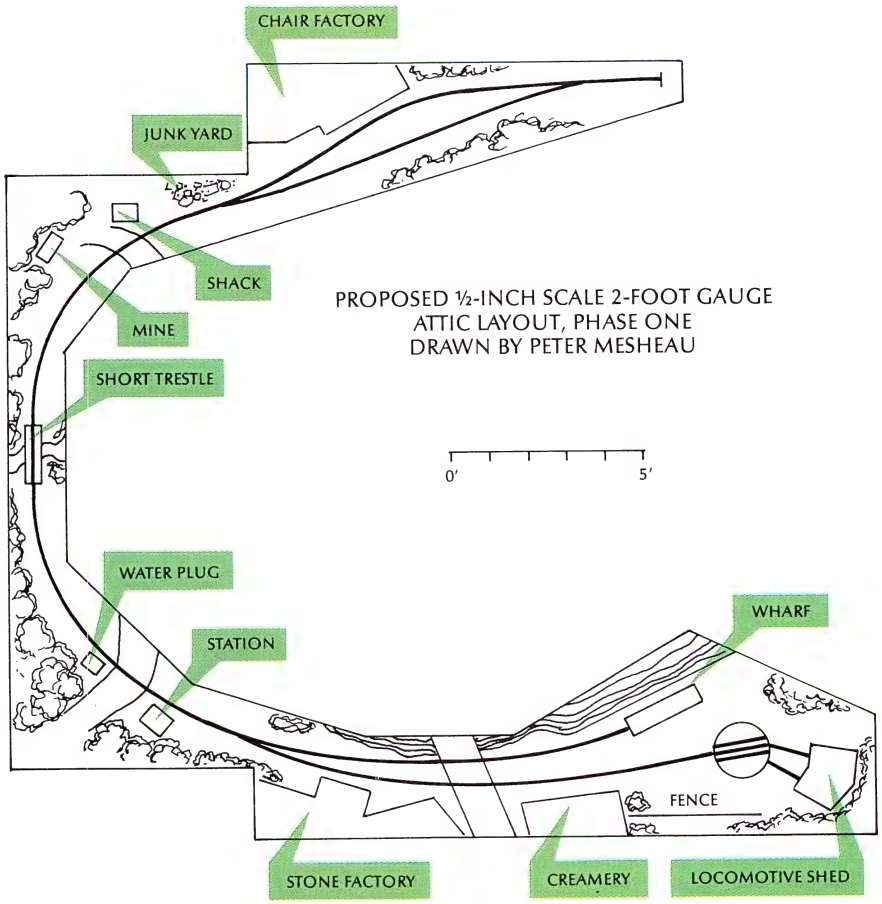
Several years ago I sent for some catalog sheets from Northeast Narrow Gauge (P.O. Box 191, Wiscasset, ME 04578). Within hours of receiving the sheets I began doodling ½-inch 2-foot layout designs. I had always wanted to do some ½-inch scale 2-foot gauge indoors and this was my chance. I ordered a combine kit but was put off by the amount of work needed to assemble it; but after several months I ordered two simpler flatcar kits and assembled them with no problem. I then attacked the combine – I've never spent so much time on a model but the finished car was worth the effort.

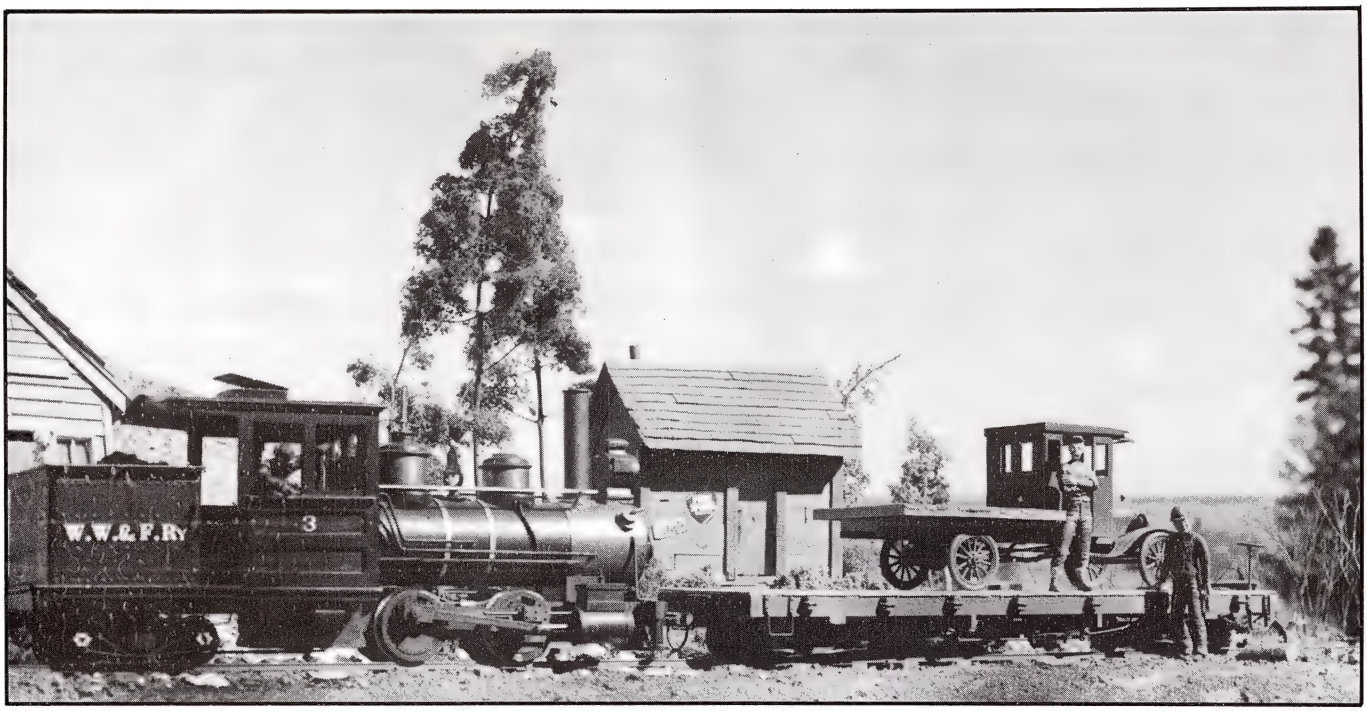
Next I got a ½-inch scale 2-foot gauge locomotive model for Christmas – she was already built-up – and all I had to do was repaint and weather her. Recently I finished a new Northeast Narrow Gauge Sandy River & Rangeley Lakes railcar.

By the time I finished the combine, flatcars, and locomotive, I had also con-

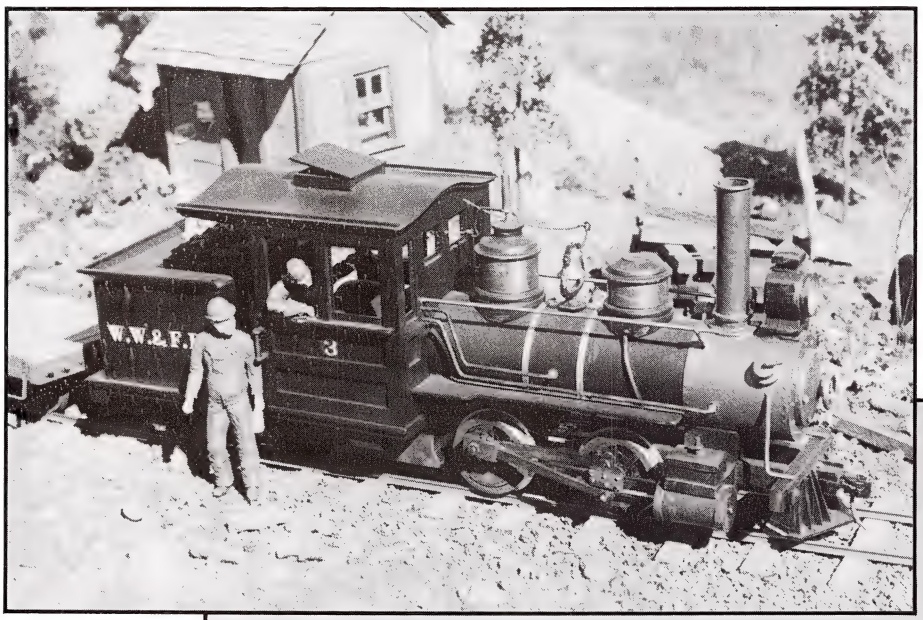
Title photo: Both Woodpoint, Westcock, & Fairfield #3 and the combine behind her were assembled from ½-inch scale 30-inch gauge kits made by Northeast Narrow Gauge.

The WW&F (Woodpoint, Westcock, & Fairfield)



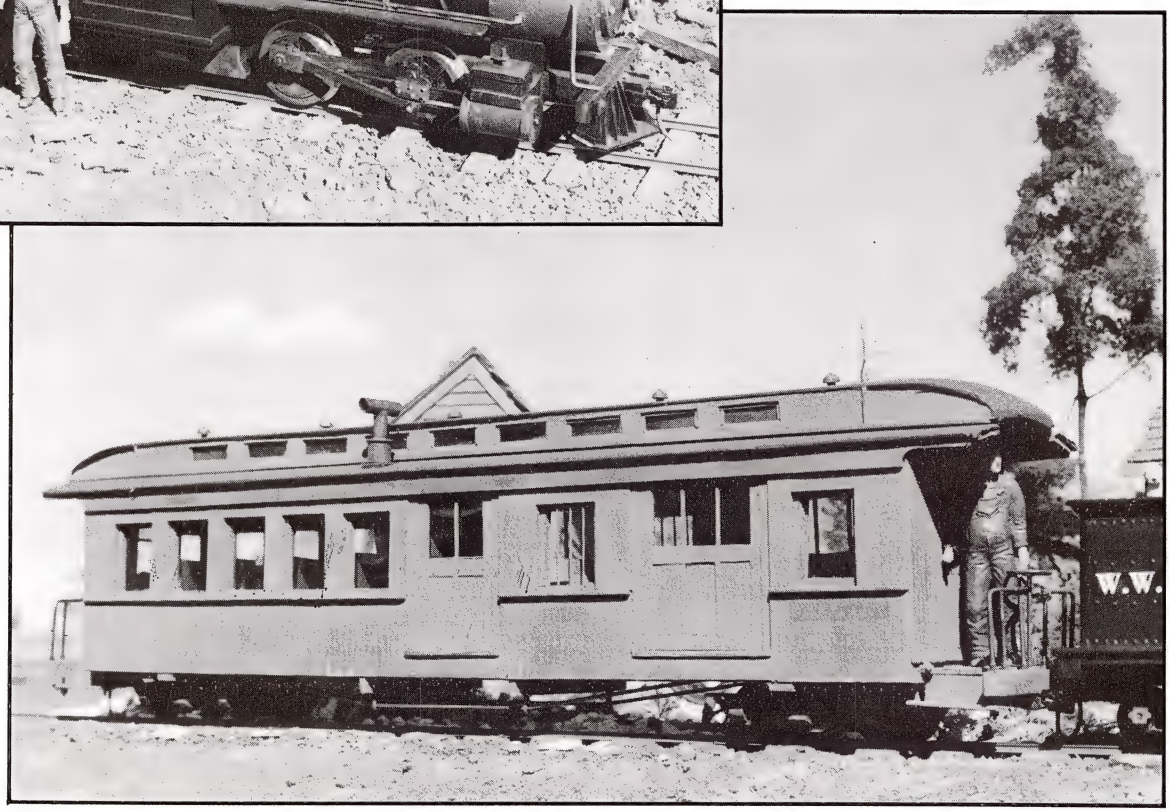


The Woodpoint, Westcock, & Fairfield company truck is getting a lift down to the junction on one of the WW&F's two flatcars.



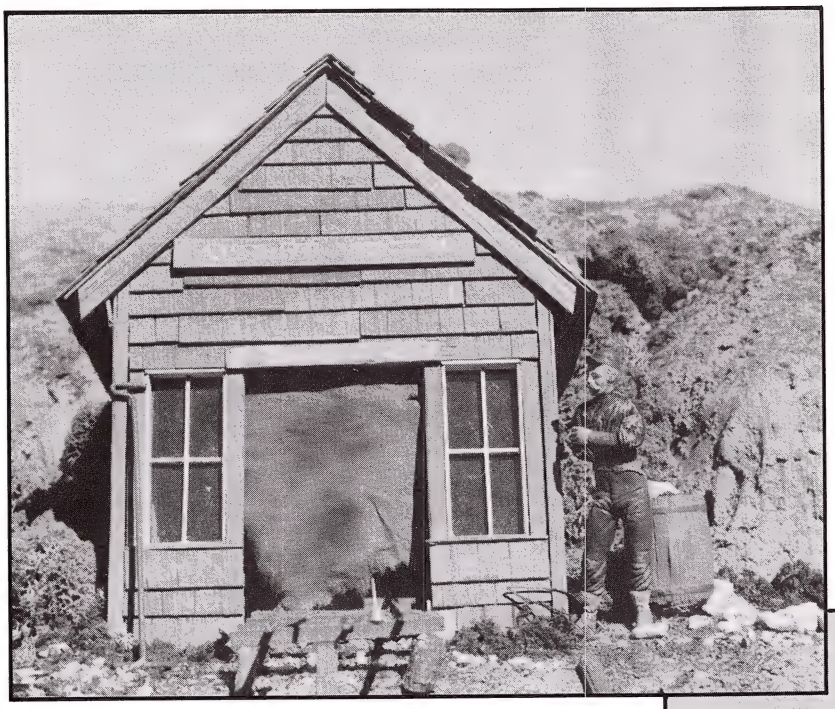
The author received old WW&F #3 completely assembled as a Christmas present. He did repaint and weather this Northeast Narrow Gauge ½-inch scale 30-inch gauge locomotive.

The prototype of Combine #6 once saw service on the Wiscasset, Waterville & Farmington. She has a complete interior.

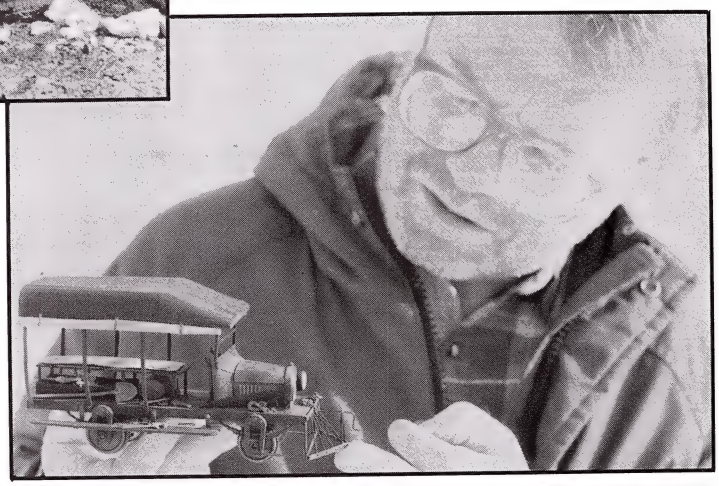


structed a small diorama on which to photograph them. The photos shown here were taken on this diorama. I'm happy with the way my models look even though the Northeast Narrow Gauge line of kits is designed to run on O gauge track – making them closer to 30-inch gauge than to the 24-inch gauge prototype I'm modeling. This might bother some folks but they look just fine to me.

I have now found room for a small indoor layout in the attic of my home. and I've included the plan for my WW&F (Woodpoint, Westcock & Fairfield). While simple, this layout should provide almost as much operation as the little 2-foot gauge prototype railroads themselves. I would like to hear from other modelers who are interested in ½-inch 2-foot gauge. Please write to me at P.O. Box 626, Sackville, NB, Canada, EOA 3CO.



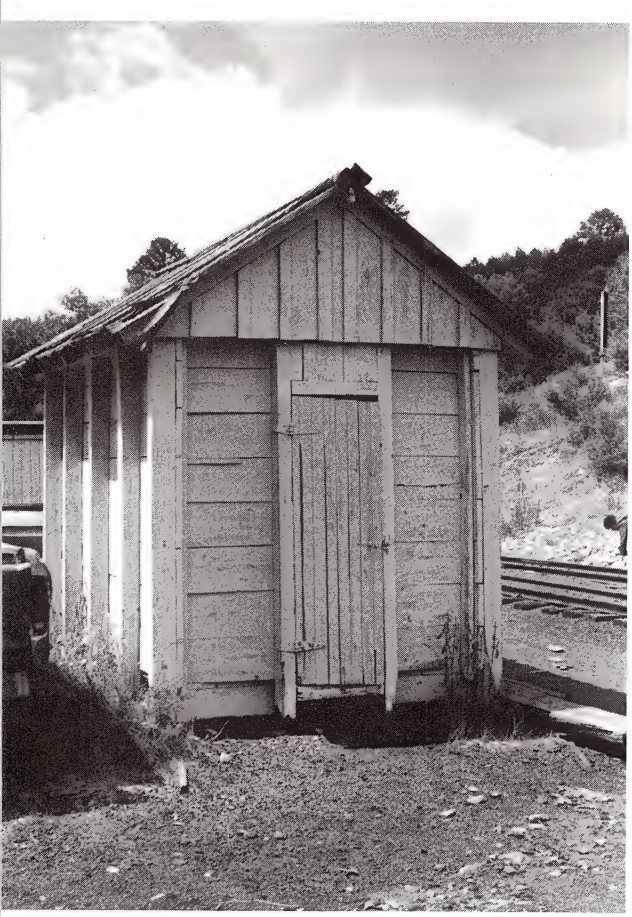
Albert Mine on the author's ½-inch scale diorama. The figure is a re-worked Civil War soldier.

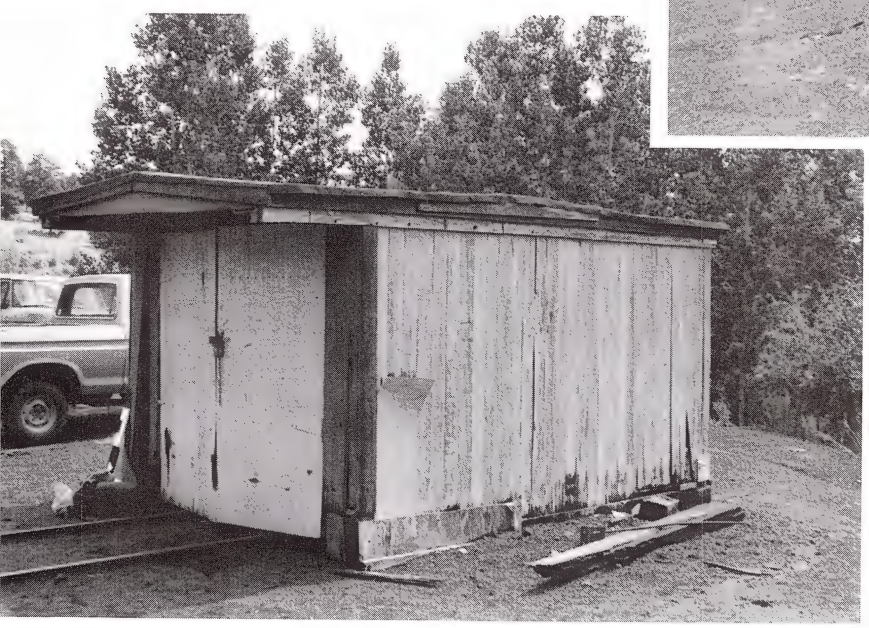


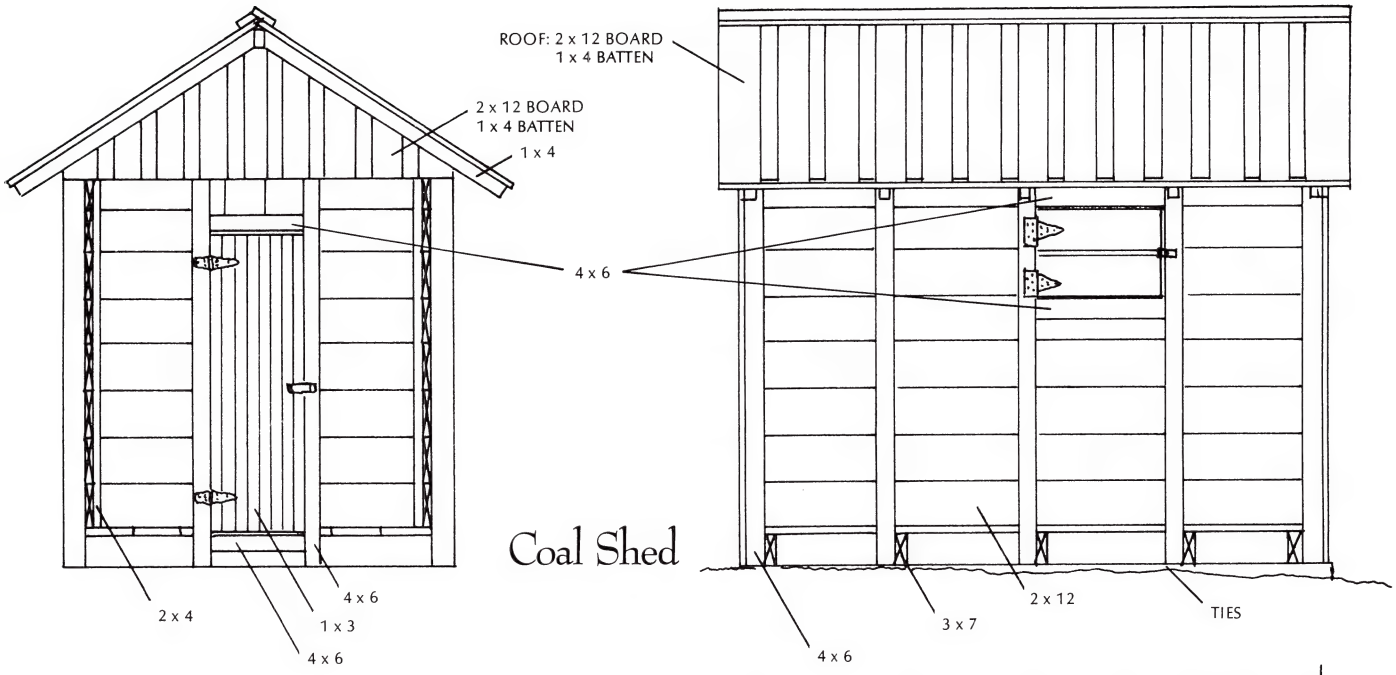
The author with his new ½-inch scale Sandy River & Rangeley Lakes railcar. Note how large ½-inch scale models are even when they are 2-foot gauge.

The author's new railcar at the station.

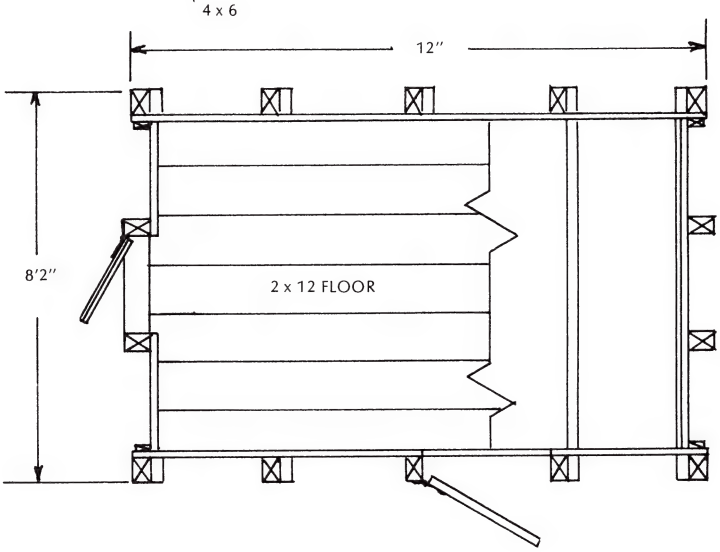
D&RGW Sheds • Sublette, New Mexico







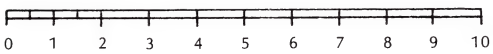
Coal Shed



D&RGW Sheds
Sublette, New Mexico

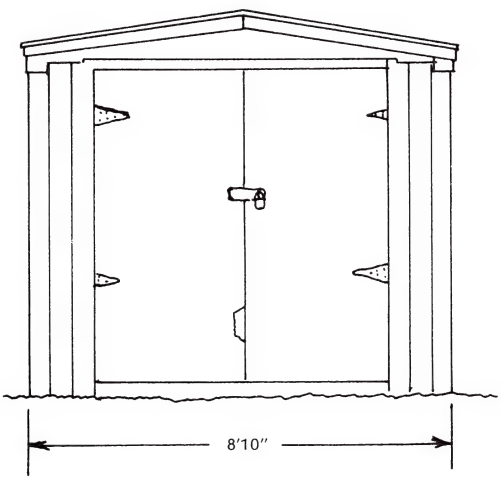
MEASURED AUGUST 1987 BY C. ADAMS AND D. ADAMS
DRAWN BY DAVE ADAMS, MAY 1988

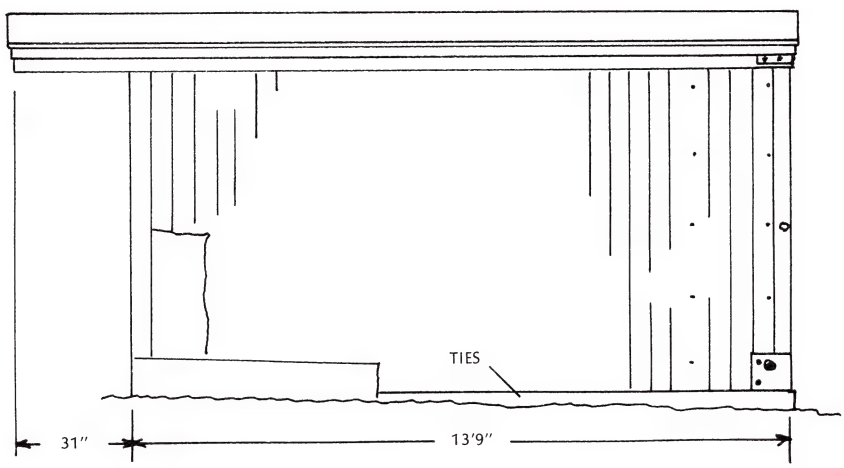
SCALE: ¼ INCH = 1 FOOT



Speeder Shed

(CONVERTED STD. GAUGE BOX CAR)





The Narrow Gauge SCENE

by Charlie Getz

PASSENGER CARS OF THE RIO GRANDE
Part 3: The Coaches

In this, the third installment of my series on narrow gauge passenger equipment of the Rio Grande, I will discuss the coaches once operated by that road. In many ways, this installment was much easier to write than previous ones because the history of the coaches is not as complicated as some of the other classes of passenger cars. As always, however, enough variations and "wrinkles" exist to frustrate researchers. If you have any additional information please drop me a line care of the **GAZETTE**.

By 1924 the D&RGW operated some 127 narrow gauge passenger cars. One might think that most of these cars were coaches but that is not the case, only about half of the narrow gauge fleet of passenger cars were coaches. According to my folio sheets many of the 127 passenger cars were old cars left over from the very beginning of the railroad, including a fair number of sleepers. (I will discuss some of these unusual cars in future installments.) The number of coaches also diminished as passenger hauling became less and less profitable.

I am going to discuss only those coaches which survived into the Rio Grande's "modern" period from the 1930s on. These cars can be classified by length into two classes – those that were 44 feet 4 inches long and those that were of other lengths, generally longer.

The 44-foot, 4-inch coaches were numbered 256, 270-279, 280-285, 287, 290-292, 296, 297, 300-302, 304-307, 309, 311, 131, 314, 316-318, and 320-232. Plans for these cars are available from John Maxwell on either his plan D-16 or D-36. The variations among these coaches were substantial. For example, car #256 (now at the Colorado Railroad Museum) was one of the oldest cars on the road, having been built in 1876, according to my information. It features the early round-top windows that were once the hallmark of all the Rio Grande's passenger equipment. Later coach window tops were square but coaches #296 and #316 retained their round-top windows. A number of coaches also featured unusual clerestory roof ends, such as the "duck-billed" or "bull-nosed" styles found on cars 270, 280, 290, 296, 305, 316, and 320. Another variation was found on coaches 284, 306, and 320 – all

Coach #283 was one of the Rio Grande's 44-foot, 4-inch long cars. She was photographed at Montrose, Colorado in 1938. *Photo, collection of Harold Vollrath.*

once operated on the Chili Line. It featured a bay window that was installed about three regular windows from one end.

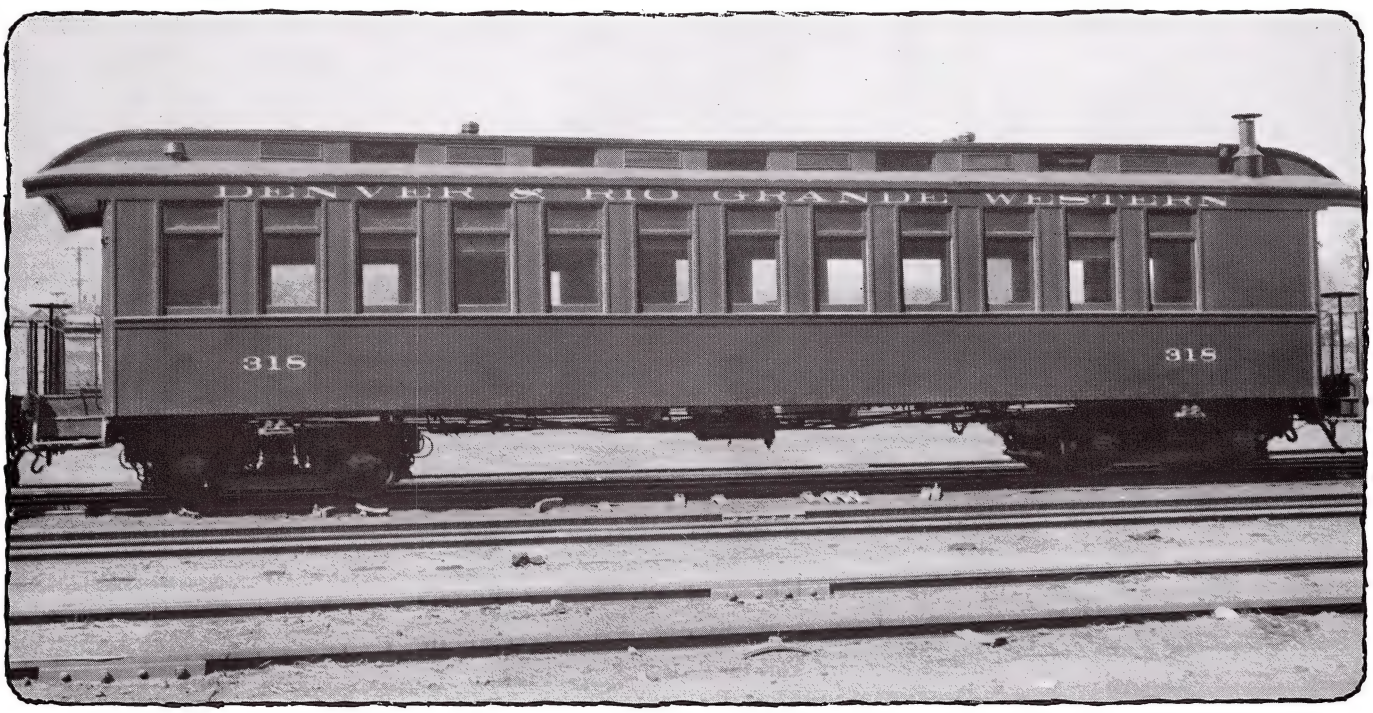
The remaining coaches were slightly longer, most being 45 feet 8 inches long. These cars included numbers 272, 310, 312, and 323-327. The latter (323-327) were apparently favorites of the Rio Grande because most of them were retained and had vestibules installed for use on the named trains, SHAVANO and SAN JUAN. A few odd-ball sizes did exist. Coach #319 is listed as being 46 feet 2 inches long, and coach #350 as 48 feet 9 inches long. Number 350 was apparently built in 1880 and rebuilt in 1937 and 1957. It was renamed CHAMA in 1937 when it received a closed vestibule and operated as part of the SAN JUAN. It was later renamed ALAMOSA and became #350 in 1959. It was restored as a parlor car by the Durango & Silverton railroad. Car #401 was built in 1878 and was 47 feet 1 inch long and was sold to Mexico, according to my information. Plans for these longer cars can be obtained from Maxwell on his plan sheet D-25 (vestibuled) and in the November 1963 RAILROAD MODEL CRAFTSMAN.

I mentioned the infamous sale of passenger equipment to Mexico in my last installment. According to my notes, coaches 271, 283 (?), 285, 289-290, 296-304, 309, 317, 318, and 319 found their way

Top left: This un-numbered coach was photographed in Silverton, Colorado and shows the old style windows with rounded tops. *Photo by Charlie Getz.*

Center left: Coach #350 has been restored as a parlor car on the Durango & Silverton Railroad. *Photo by Charlie Getz.*

Below: Coach #318 was photographed in Salida, Colorado in 1935. *Photo, collection of Harold Vollrath.*



This was the fate of many of the Rio Grande coaches. This one is in work service in Durango, Colorado. *Photo by Charlie Getz.*

south of the border in 1942. Coaches 272, 310-312, 319, 323, and 325-327 received vestibules and operated on the Rio Grande's two named passenger trains.

By the way, one interesting note is that the trainmen painted slashes of white on the wheels of the named trains so they could see if the wheels were turning. A picture of this can be seen in Robert Grandt's Narrow Gauge Pictorial, Volume II on page 127.

Several kits have been produced for Rio Grande coaches. LaBelle produced an HOn3 kit in open platform and closed vestibule form. So did E&B Valley. The E&B Valley kit was based on coach #319, one of the longer cars, but note that this car is still in existence and is one of the few coaches with narrow windows, so a fleet of these coaches would not be proper. Since this coach was the basis for all the rest of the E&B coach kits, take heed.

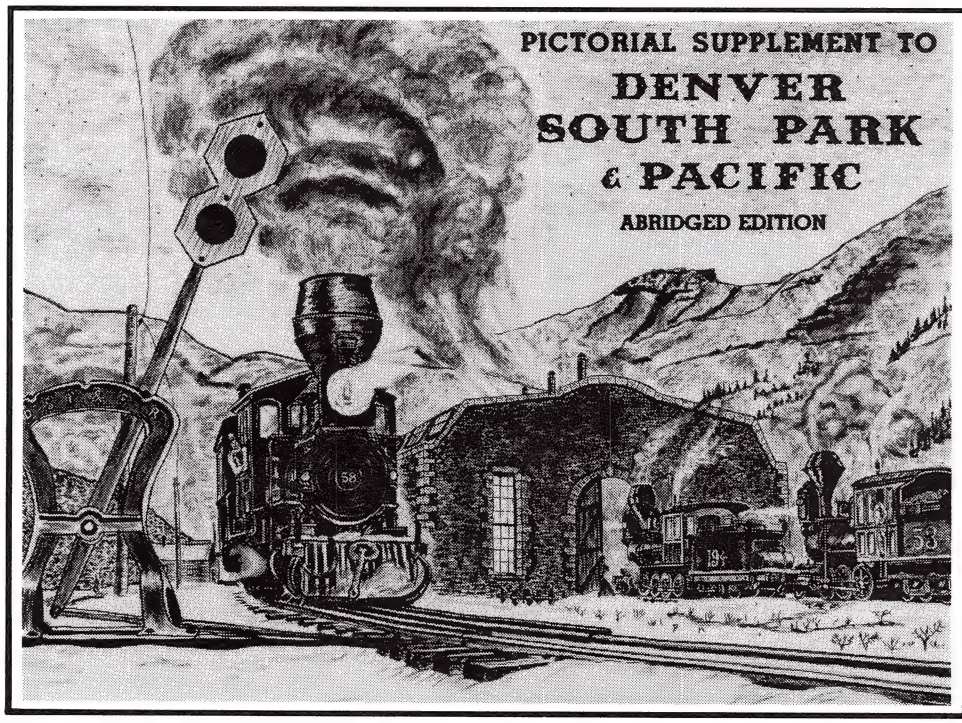
There were so many other minor variations among the Rio Grande coaches that I couldn't begin to describe them all here. Coach #300 was referred to as the "red car" because she apparently retained her red paint until she was sold to Mexico in 1942. (All other Rio Grande passenger equipment was repainted Pullman Green after 1918.) Coach #318 ended her career as an air brake instruction car. Her seats were removed and a number of brake stands were installed for instruction in the use of this new kind of equipment.

Finally, some mention must be made of the 1964 additions to the fleet. Yes, 1964. In that year the Rio Grande bowed to the increasing public desire to ride the Silverton Branch and built cars 330-337 in the Denver, Burnham Shops. These cars were built from steel scribed to represent wood sheathing and are all still in service. This points up the fact that if you are modeling the Rio Grande, you need to pay attention to the number of the coach you are modeling as well as the era you model.

The disposition of all the Rio Grande coaches would fill a small book. Besides the sale to Mexico, the Colorado Railroad Museum obtained a few, as did Knott's Berry Farm in southern California. Most of them ended their lives in maintenance-of-way service or were sold to other roads.

In the next installment I will discuss some of the business and special cars once operated by the Rio Grande. Until then, please write – if the mood strikes.

Charlie



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The MODELMAKERS NOTEBOOK

by Al Armitage

Disconnected Log Trucks

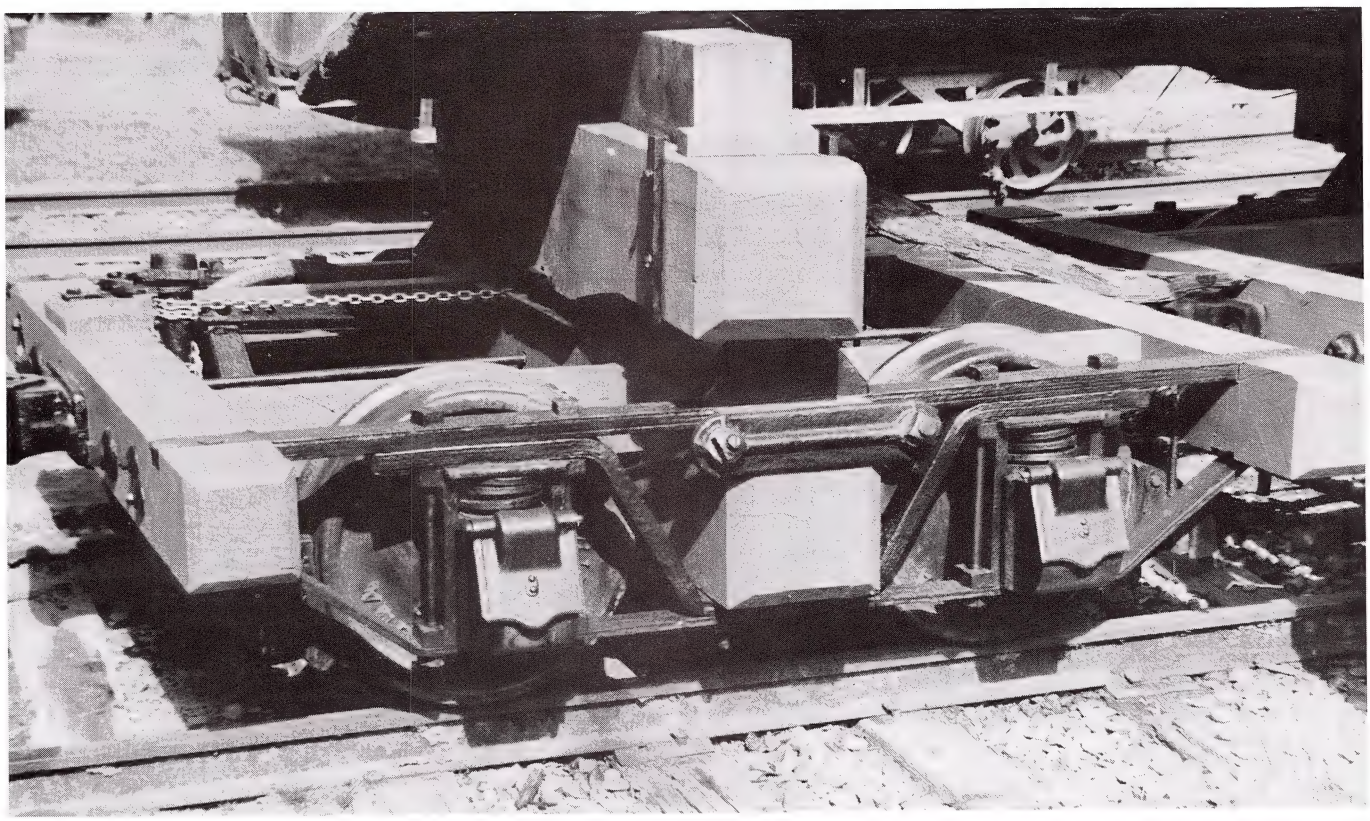
Between the 1880s and 1940s logging railroads of the U.S.A. had their heyday. The norm on the numerous highly individualistic logging company railroads was steep grades, sharp curves, and track conditions that would have been intolerable on any other kind of railroad. To handle heavy, oversize loads on such trackage, logging lines developed a wide variety of cars that fit in with the local conditions and size of timber being hauled. The most common type of car was not really a "car" at all, it was two disconnected trucks spaced at the right distance apart for the length of log to be hauled. Disconnects continued in use right up to the end on some lines and had a number of local names: "log buggy," "logging trucks," and "bob-tail cars." The early versions were made of wood with metal hardware; later versions were all steel. Most suppliers of logging equipment could supply "kits" containing all the necessary "ironwork" for these cars. Many of the smaller operators found it economical to buy these kits rather than ready-to-run cars. They cut the wood parts themselves and assembled the trucks in the company shops, which resulted in a lot of individuality in truck design.

The great advantage of using disconnects was their flexibility and adaptability in hauling all sizes and lengths of logs. They could carry large diameter pine or redwood "bolts" 12 to 16 feet long, and be adjusted to carry longer or shorter logs as the need arose. The trucks were sometimes held together with chains, and sometimes with metal bars called "roosters." Roosters were also used to improve the clearance between cars with long overhanging loads. Roosters of various lengths allowed longer or shorter logs to be handled. Sometimes logs of extreme length acted as a "center sill" themselves, holding the trucks together with their great weight.

The trucks in my drawing are typical examples of early disconnects with link and pin couplers. Neither is a specific brand of truck but is rather a freelance version of one of two common types of disconnects – open frame and decked. Like most such cars, they are basically an arch bar design with pivoting bunks on which the logs rode.

This article on prototype disconnects is a companion to the article by Bob Stephens on page 30 about his ½-inch scale model disconnects. Bob has adapted LGB wheels for his trucks – making their wheels come out to 28 scale-inches in diameter – so I drew 28-inch diameter wheels. Twenty-four or 26-inch wheels would be more typical for narrow gauge log trucks, but no matter, you can adjust the dimensions to your scale and choose appropriate diameter wheels.

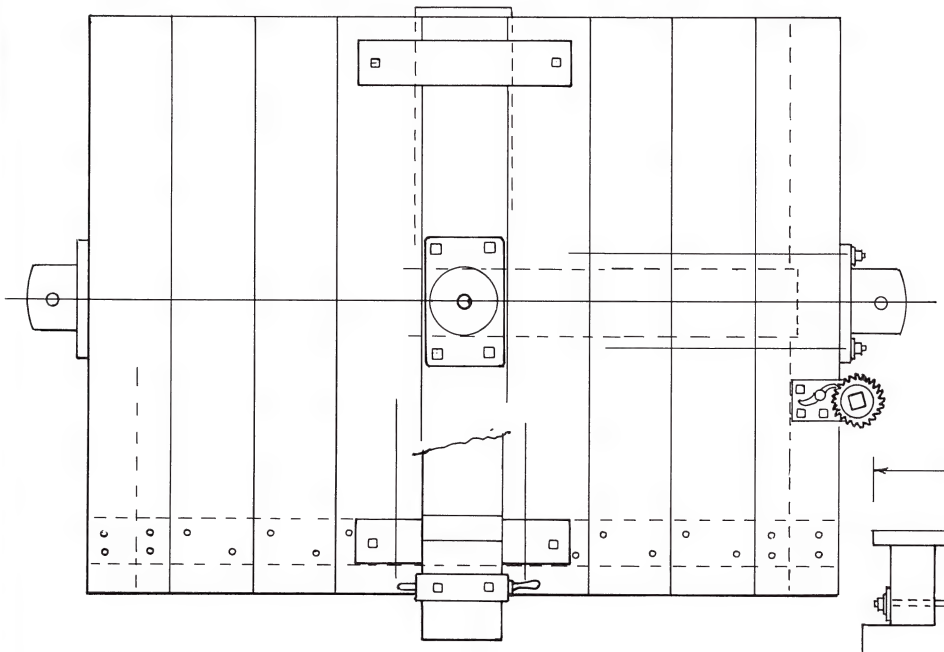
Most of the other components are easily fabricated from wood, styrene, or brass. Pedestals, journals, and coupler pockets can be made from brass if working with metal holds no terrors for you. However, it is quite practical to make them from styrene which holds up well even in large scales, because the heavier gauges of styrene are proportionately stronger.

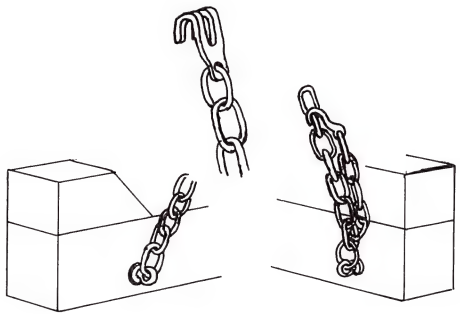


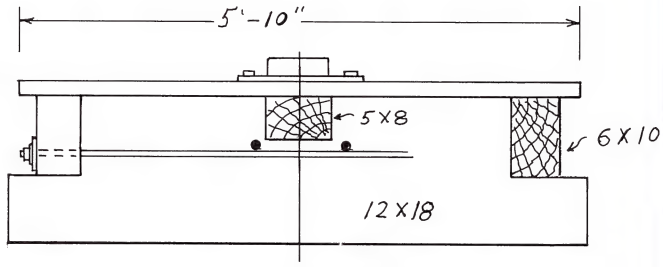
This strap iron and wooden truck is on display at Fort Humbolt in Eureka, California, *Photo by Al Armitage.*

A DECK TYPE WOODEN DISCONNECTED LOG TRUCK

DRAWN BY AL ARMITAGE
SCALE: ½-INCH = 1 FOOT

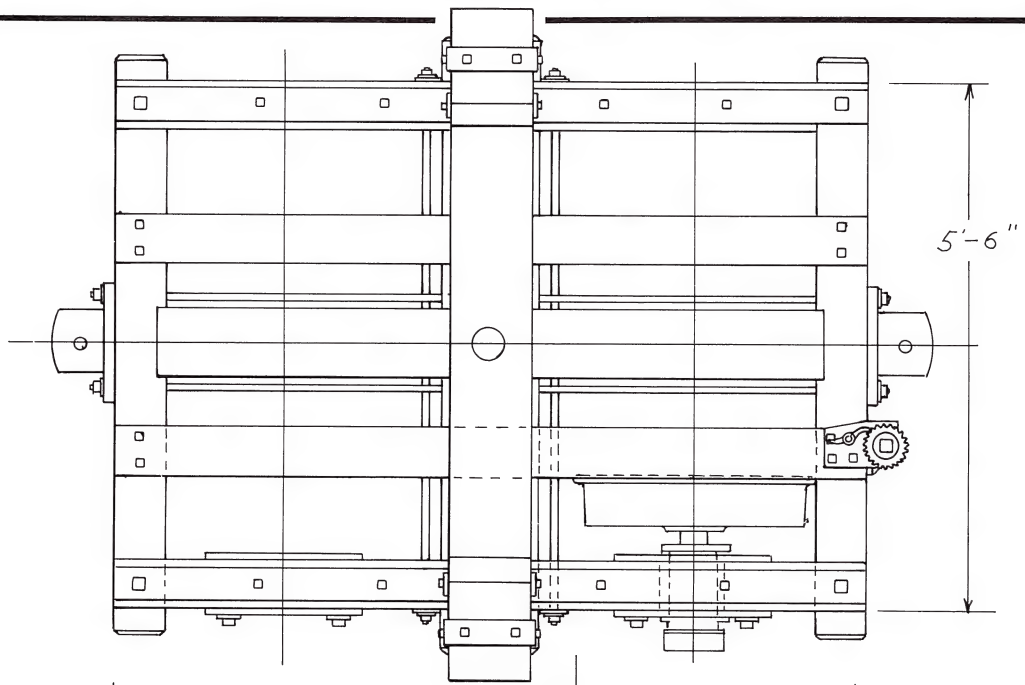


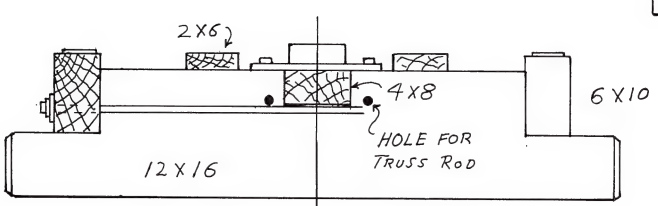




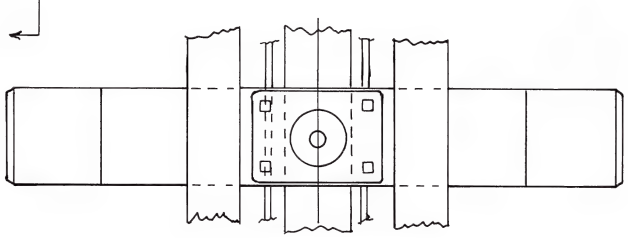
TRUCK BOLSTER

AN OPEN-FRAME TYPE WOODEN DISCONNECTED LOG TRUCK





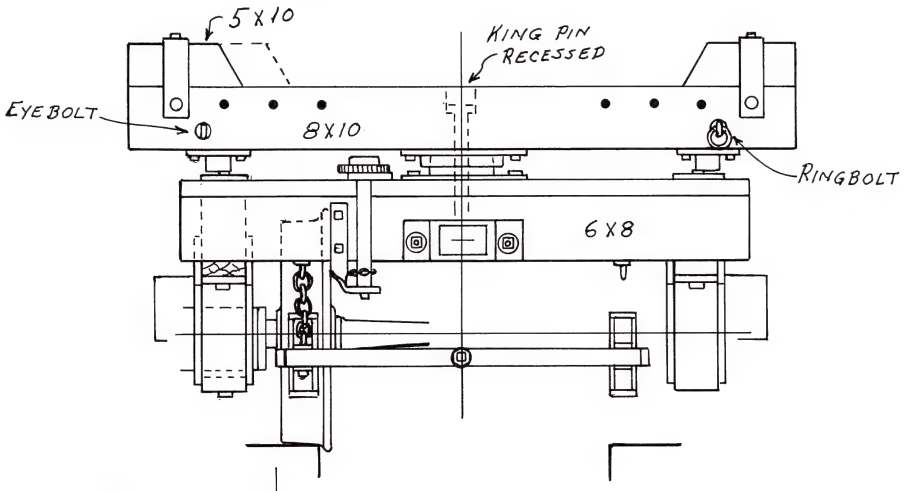
SECT A

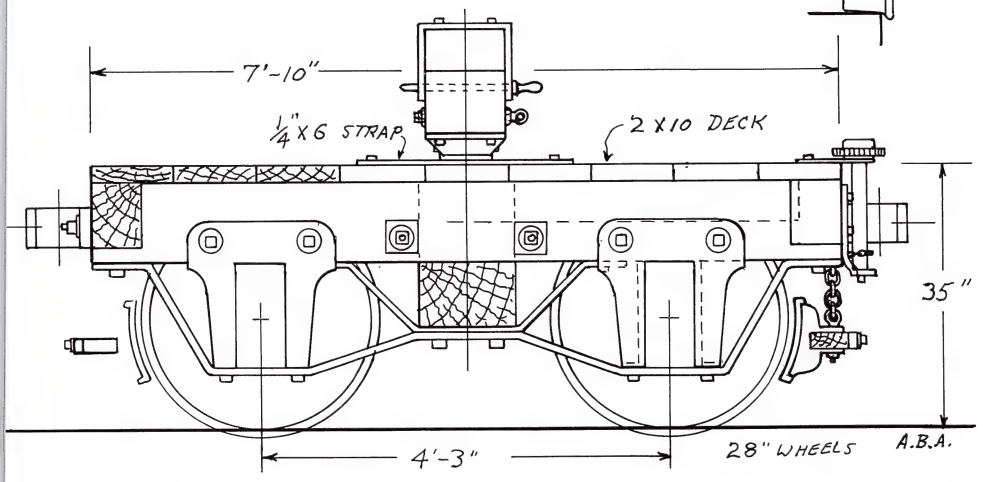


TRUCK BOLSTER

Note that the center sill of these trucks goes through a notch in the bolster and is notched into the end beams. The truss rods appear as they would on the prototype and the ends of the bolster and end beams on one truck are shown chamfered on the open-frame truck for a more finished appearance. Some prototype trucks had this feature while others did not.

Also note that the cheese blocks (chocks) on the bunks on both trucks are adjustable to accomodate logs of different diameters. By pulling out the pin, the cheese block could be moved along to a new location and the pin inserted in a new hole – primitive but effective.





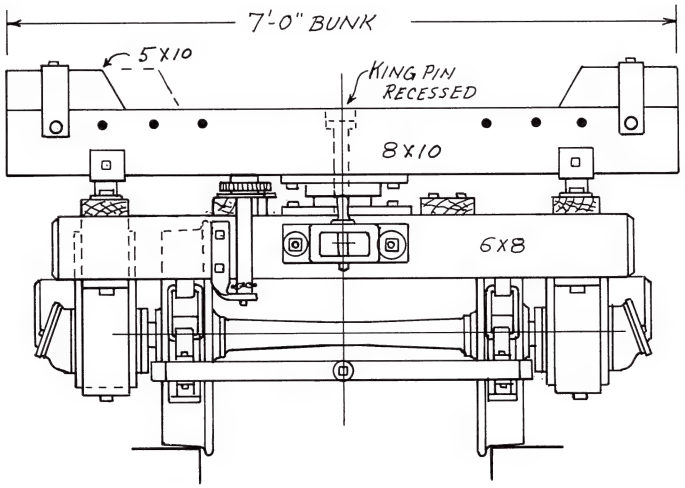
they were not always used, even on trucks that had hand brakes.

You'll note that Bob's models do not have springs over the journals. I think a car with sprung journals would ride and track better. I also think that adding weight might be a good idea for a model truck, even in ½-inch scale. My drawings are for a 3-foot gauge truck – if you want to run on LGB gauge track, just widen the car by 6 scale inches to fit the 42-inch gauge track.

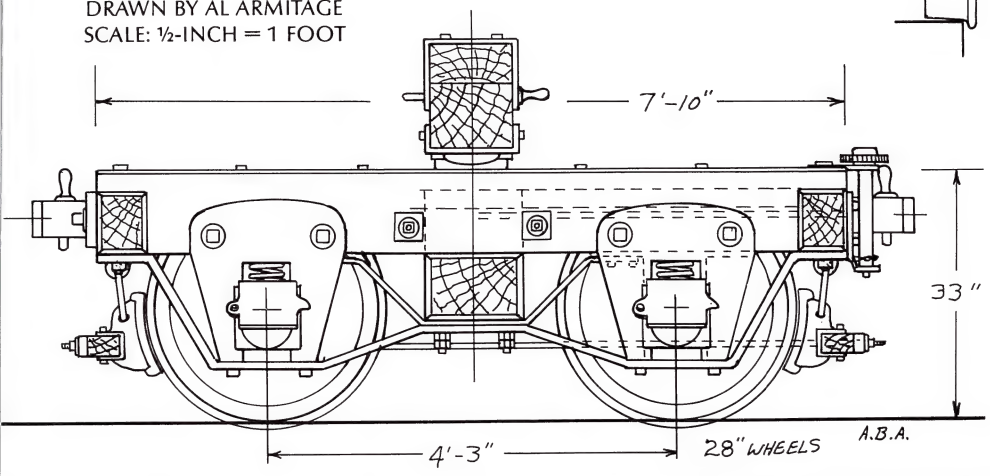
Sometimes disconnects were painted but many were left "in the raw." Bob's trucks are weathered quite heavily and he has inflicted a bit of damage here and there. I rather like this treatment as it gives each

For safety reasons, large logs were usually chained to the bunks so I've shown an eye bolt and and ring bolt on the deck type truck. The chain was permanently attached to the eye bolt. When the truck was loaded the chain was thrown over the log, run through the ring bolt, pulled up tight, and hooked to one of the chain links as shown in the sketch.

I've shown brake beams on my drawings because Bob put them on his models. In fact, many early logging trucks did not have hand brakes at all and relied entirely on the locomotive's brakes to hold the train on down grades. I omitted foot boards since



DRAWN BY AL ARMITAGE
SCALE: ½-INCH = 1 FOOT



truck an individual character. If you build a string of these, I suggest you vary your treatment from truck to truck so they don't come out looking like a string of sausages. You might number them and even have company initials and a few new ones in the string.

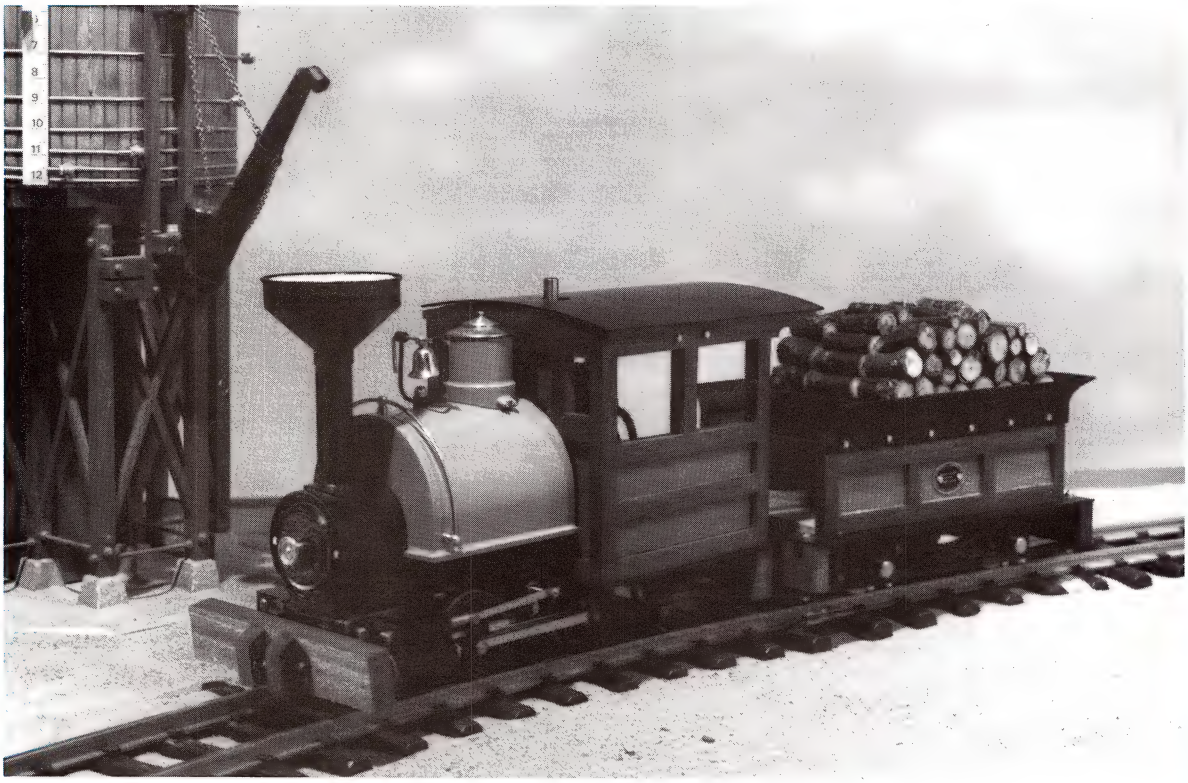
Next time I'll have drawings of a small 14-ton shay based on another of Bob Stephens models in ½-inch scale.

AL —o

of TOYS BOYERS' HOUSE of TOYS BOYERS' HOUSE of T
219-936-8162 P.O. BOX 478 PLYMOUTH, IN 46563-0478 21

QUALITY

PORTER by Maxwell Hemmens



LIVE STEAM

Maxwell Hemmens' Porter engine is available in Gauge 1, and has two working cylinders of 12 mm bore. The valves are actuated by the external valve gear which is satin-nickel plated. Its copper, silver soldered boiler is pressure-tested to 120 psi for a working pressure of 40/80 psi. The boiler is fitted with a safety valve, water level glass, blowdown valve, steam regulator valve, pressure gauge, and is internally butane gas-fired. A boiler test certificate is supplied with each model. Running time of the engine is 30 minutes or longer. The tender includes a refillable gas tank. Finished engine complete with tender and refillable gas tank, steam-tested and ready to run is priced at $1495.00.

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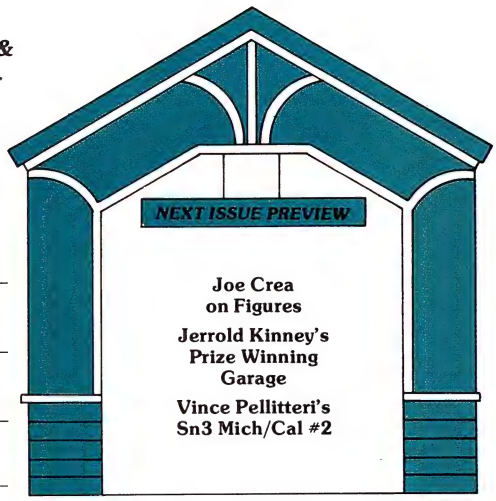

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☐ **MAY/JUNE 1985** – Building #492 in On3, Operations on the Waynesburg & Washington, Merced on the Yosemite Valley, D&RGW #491 in Nn3, Building Ore Bins, A Truss Rd. Bridge, Placemat Shingles, ½ Inch Scale Rolling Stock, The Edger, Carson City, Nevada, Passenger Station, Louisiana & NorthWest 4-6-0 #23 and Caboose, D&RGW Stock Car.

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☐ **SEPTEMBER/OCTOBER 1985** – A Derelict Store in ½-inch Scale, Making Sound Cams Quickly, Easily and Inexpensively, The Sonora, CA Sierra Ry. Station, On30 Combines, a Log Haul, the Stanley Mine Complex near Idaho Springs, Camp 1 and Vicinity, an Unusual Water Tank, Porters on the Maine 2-Footers, the Truckee Jail, Collins & Garrison Shay #349, V&T Carson City Enginehouse.

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☐ **JANUARY/FEBRUARY 1986** – Yosemite Lumber Co. Camp 17 in HO Scale, An Sn2 Porter, Copper in the Mountains, A ½-Inch Scale 18-Inch Gauge Porter, Modeling the Gravity Stamps, Brass Lantern Caboose #0505, The Georgetown Station, Snowplowing Over Diablo Pass, A Welsh Slate Quarry Locomotive Facility, Baldwin Plantation Locomotive, SPNG Combine.

☐ **MARCH/APRIL 1986** – The Buffalo Boy Tram House, Copper in the Mountains, Part 2, Powell's Produce, Part 1, Radio Controlled, Battery Powered LGB, Yosemite Sugar Pine Camp 17, Part 2, Gravity Stamps, Camp Cars for Your Logging Show, a New England Bridge, Baldwin 2-foot Saddle Tanker, West Side Shay #12.

☐ **MAY/JUNE 1986** – Cabooses of the Tionesta Valley, Painting Figures for Model Railroads, Deadwood Central 3-foot Gauge Trolley Car, Lawndale Gondola, The Slim Gauge Guild, The Log Turner, Cabin Cars for Your Logging Show, West Side Lumber Shay #15, Old Missouri Firehouse, D&RG Boxcar 34500, Porter 0-6-0.

☐ **JULY/AUGUST 1986** – The Cairo & Kanawha Ry., An On30 2-8-0, Gilpin Tram Ore Car, Snowplows of the SR&RL, Boilers and Steam Engines, The Caspar, South Fork & Eastern, A Logging Camp Cookhouse, Denver, Boulder & Western Caboose & Colorado & Southern Coach.

☐ **SEPTEMBER/OCTOBER 1986** – Sandy River Flanger, Sn3 RGS, Fixing Up the LGB Mogul, Camp 8 on the Dolly Varden, Narrow Gauge Motor Cars, On3 Drop Bottom Gondola, Angels Camp Branch, C&S Cabooses, Making Log Retaining Walls, A Logging Camp Dining Car, RGS #23.

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☐ **MARCH/APRIL 1987** – The Gentle Art of Clutter, The Colorado & Southern Connection, Building an On30 0-4-2T, Building Caboose #0578, Wood-Burner Weathering, Reefers on a Budget, The Clear Creek Sampling Works, Logging in Mason County, Part 2, Read Lumber Co. Camp Car, V&T Miners Caboose #9, V&T Water Car.

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☐ **JULY/AUGUST 1987** - The Jefferson Depot in ½ Inch Scale, The Buffalo Boy Cable Tram, Why Sn2? An Sn2 Boxcar, Sn2 Conversions, Urethane Foam Scenery, Fugate Lumber Co., Modeling the Georgetown Loop, Part 1, An On3 Four Wheel Steam Crane, PBL 5500 Series Stockcar, D&RGW Grant C-16, V&T McKeen Motor Car #22.

☐ **SEPTEMBER/OCTOBER 1987** - The Rogue River Valley Railway, A ½-Inch Scale Contractor's Diesel for LGB, The Randsburg Barbershop, On3 Uintah Water Car, West Side Lumber Co. Heavy Duty Flatcars, The Spanish Peak Lumber Co., A Diesel Drive Train, The Silver Plume Station, D&RGW Chama Oil House, NPC #21, V&T Motorcar #99.

☐ **NOVEMBER/DECEMBER 1987** - Building C&S Rotary #99200, Building Chama in Sn3, Jefferson, Colorado, Water Tank in ½-Inch Scale, Cousin Jack Mill, Eureka Mill Railroad, Building a West Side Railcar, C&S/RGS Stockcars, Tracing the Bridgton Line, North Pacific Coast #13, Rico Bunk House and Section House, V&T Motorcar #23.

☐ **JANUARY/FEBRUARY 1988** - The Farallones Midland, Coloring Structures with Chalks & Dry Pigments, Kirkfield Crushed Stone Co., A Box-Cab, Gas Locomotive for Tuolumne Forks, HOn3/HO Moose Jaws Lumber Co., Sn3 San Juan & South Park, Two-Foot Freight Cars in ¾ Inch Scale, My Quest for Trees, Falk #1, Riding the Bridgton Line, D&RGW Sheds, Chama, D&RGW C-25, Forks Creek Pump House, Hetch Hetchy Motor Cars #19, 23, 20.

☐ **MARCH/APRIL 1988** - Colorado & Southern Combine #20 in ½-Inch Scale, D&RGW Rail & Tie Car #6051 in On3, Cat and "Kittens," An Old Brick Furnace, Aged Timber the Easy Way, The Rico Coal Pocket, Passenger Cars of the Rio Grande, Part 1, The Silver Plume Station, Falk #1, Part 2, Dolores, CO Water Tank, D&RGW Bunk House, Chama, Hetch Hetchy Railcars #21 and 22, Wiscasset, Waterville & Farmington #6, West Side Heisler #3, Yosemite Short Line Hopper Car, Merced Gold Mine Ore Car.

☐ **MAY/JUNE 1988** - The Doane Valley Lbr. Co. Engine House, My On2 Roundhouse, The Backwoods Line of the Franklin & S. Manchester RR, Reliable Carter Bros. Flatcars in HOn3, A Kit-Bashed Rotary Snowplow, The Hull Oakes Lumber Co., My HO Scale Crown Point & Virginia Mine, The Ambledown Valley, The Silver Plume Clock Tower, Passenger Cars of the Rio Grande, Part 2, The Dolores Depot, Yosemite Short Line Flatcar, Hetch Hetchy Motorcar #24, SR&RL #21.

Yosemite Short Line

Passenger Chair Car

30-inch Gauge

As Proposed by
J. Hammond & Company
San Francisco, Calif.
1906

Drawn by Gary Caviglia
April 1988

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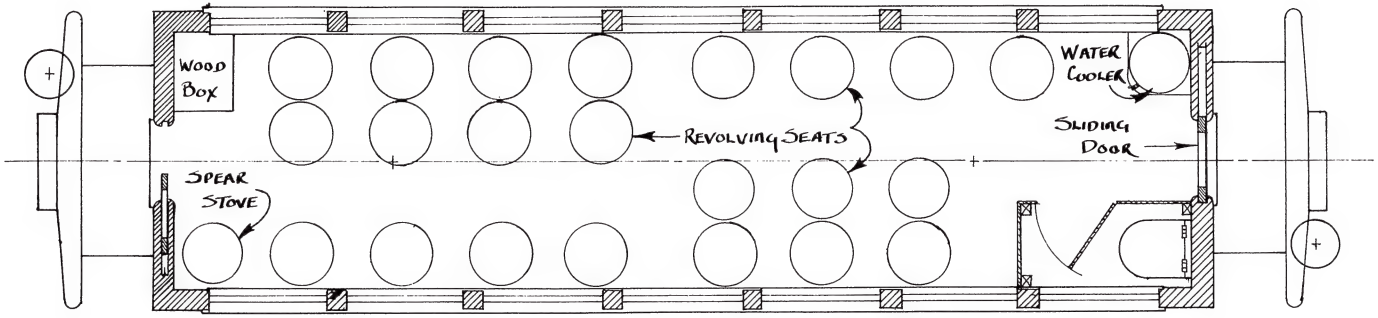

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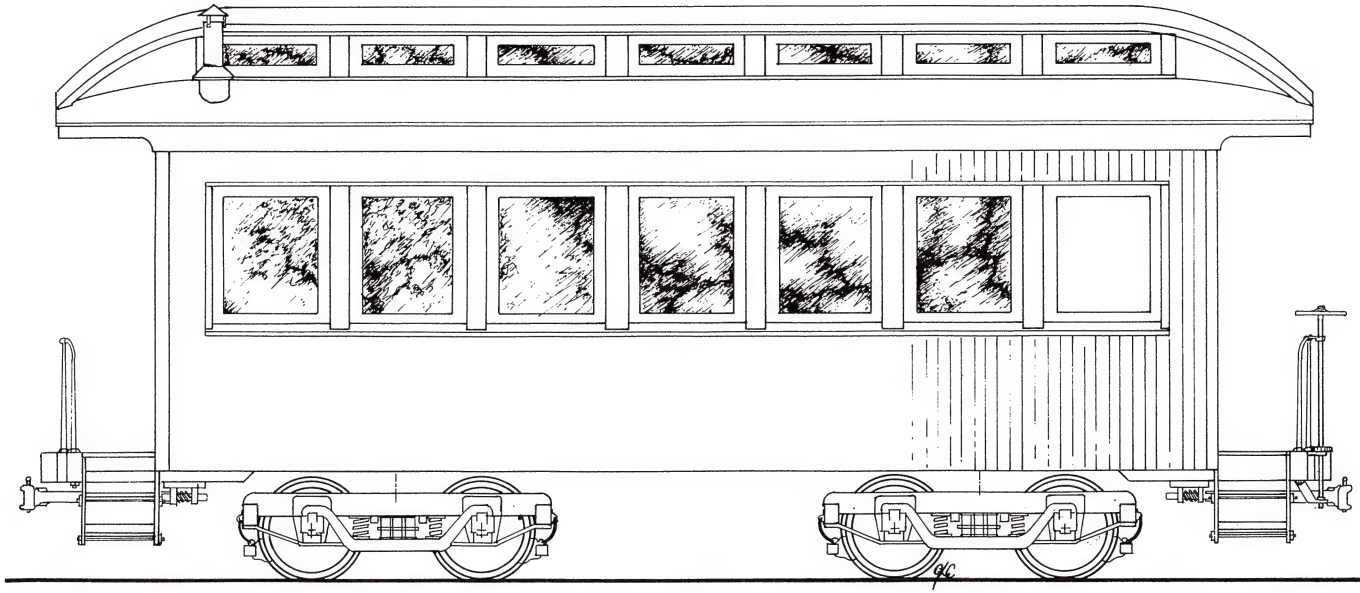

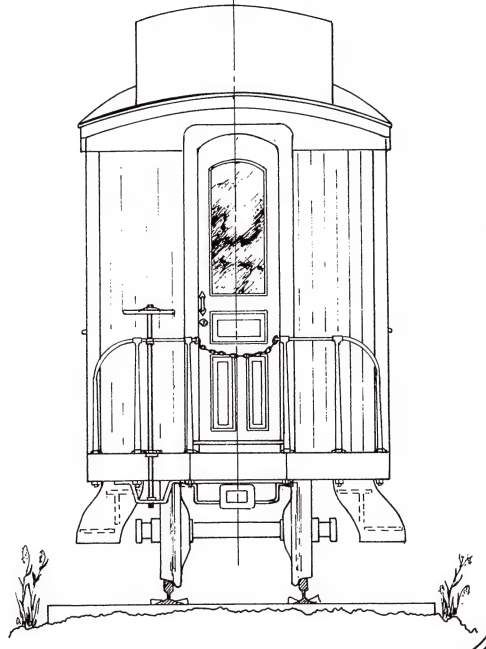

Yosemite Short Line

Passenger Car Framing

Based on the
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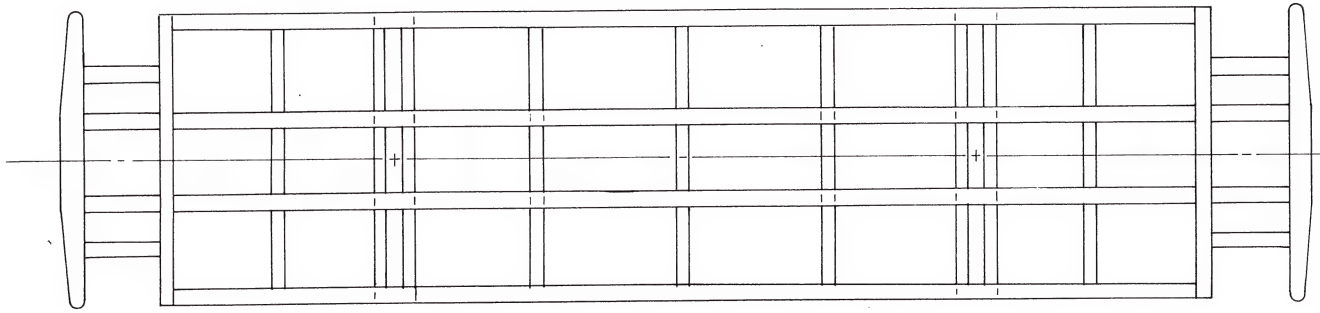

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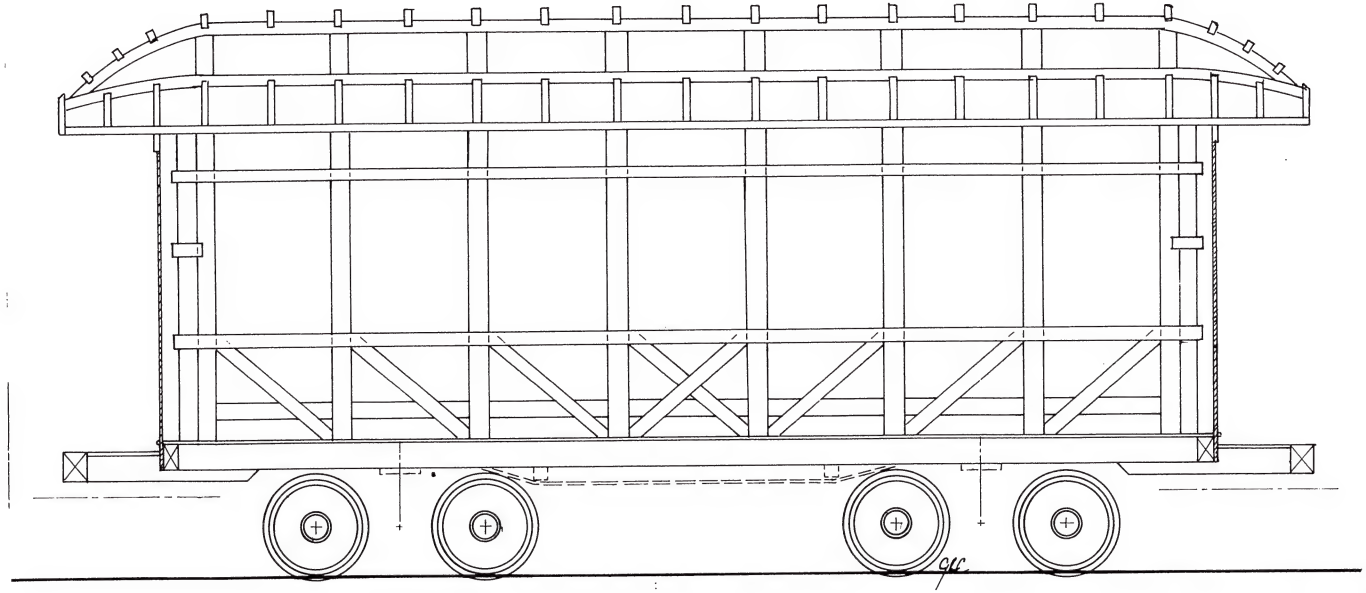

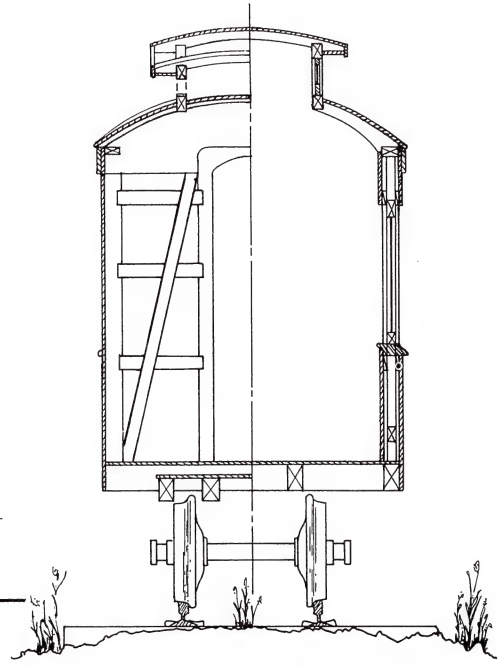

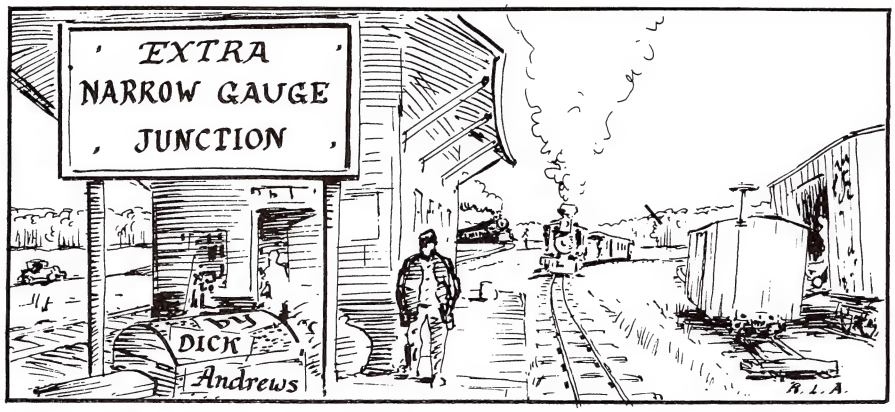

by Dick Andrews
Photos by the author

Photo 1. A jeweler's saw, a block of steel for hammering, and two kinds of hammers – a rawhide mallet and a jeweler's hammer.

Several times in this column I have suggested that some jewelry-making tools and techniques might be useful to a railroad modeler. In this issue I'll describe how to make an end railing for an old time open platform passenger car with some standard jewelry-making tools.

First get a roll of soft, bright copper wire from your hardware store. It's much too soft and ductile for our use – or is it? With a little peening hammer like the one in photo 1, bang away at an inch or so of the copper wire on a steel block. (An ordinary hammer and the top of a good metal-working vise will work fine too.) As you bang away, note that the wire is not only flattening out, it is getting stiff and brittle.

If you didn't make it so stiff that you broke it, you can put one end in a vise and twang the other end – it's practically as stiff as a little spring. The plain truth is that just about anything you do in working with this bit of wire, hammering it, bending it, twisting it, will stiffen it.

Next, take an asbestos pad and put the bit of wire on it, and play a Bernzomatic or other torch over it until it is a dull red. This is *annealing*, a very essential process in metal fabrication. Quench it in a dish of water and pick it up and twist it – it's soft again. (Quench is one of those onomatopoeic words that invented themselves. "Quench," that's the sound hot metal makes when it's stuck into water. But the wonderful sound doesn't keep the metal from turning black and dull. Use some jeweler's Sparex compound dissolved in the water with some heat and the metal will emerge bright as new.) Now that we have control of this process, we can work that bit of metal any way we want, and as often as we want; we can anneal it and go right on working it.

The end railings of an open platform coach are very simple forgings. A manufacturer producing such an item would have to use a casting technique to bring his prices down out of the stratosphere – we don't. It would be nice if that copper wire were just the right diameter for the round rod "legs" or posts of the railing, but very likely it's too thick. There is a gadget to handle this problem: a draw plate. Photo 2 shows my draw plate resting on a couple of blocks of wood so you can squint through the holes. What you do is take a file and sharpen one end of a piece of wire. Stick the sharpened end through one of the holes that is otherwise just too small to let the wire through. Put the draw plate in a strong vise anchored to a heavy table or bolted to the floor. Grab the pointed end of the wire with pliers, put your foot against the draw plate and draw the wire through that hole – you've reduced its diameter. And man – is it ever stiff. So anneal it and repeat the process with another hole until you get through the hole that is the diameter that you want for your railing post.

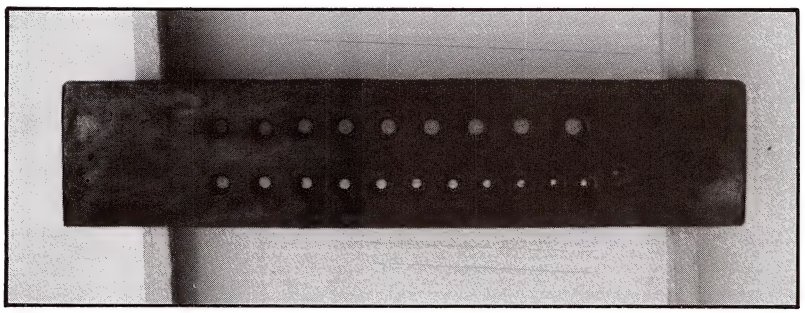

Photo 2. A jeweler's draw plate permits you to progressively reduce the diameter of a length of wire by pulling it through succcessively smaller holes.

Fig. 1 shows an end rail on the open-platform half of a car. First make an exact-size pencil sketch on a piece of paper to use as a bending guide. Cut a straight piece of wire the proper length. Note that the top of the railing is flat, so pound that part of the wire flat on your vise or block of steel. Then file the edges straight and anneal the piece. Photo 3 shows a ring-making mandrel of the kind you can use to bend your wire. You can just as well bend it over any appropriate diameter cylindrical object or carefully with your fingers If you use the mandrel; a

Photo 3. In the top row on the left is a dentist's tool, and on the right is a parallel-jawed pliers with a side-cutter for wire. Below are a jeweler's pliers, pin vise, and jeweler's fine shears. On the right is a ring mandrel for forming round shapes.

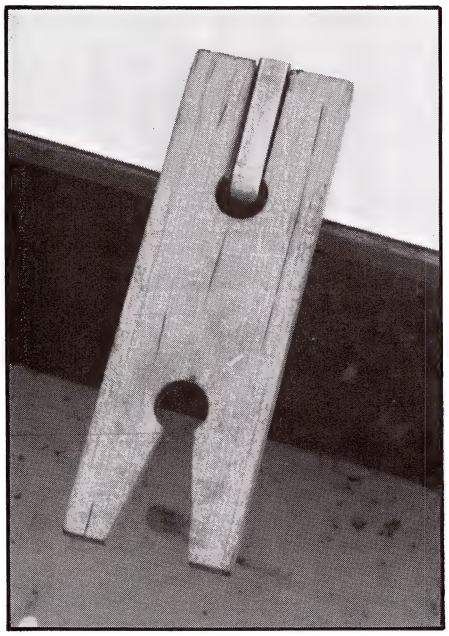

Photo 4. A bench vise for sawing with a jeweler's saw etc. A wing nut and clamp arrangement under the table edge secure the vise in position.

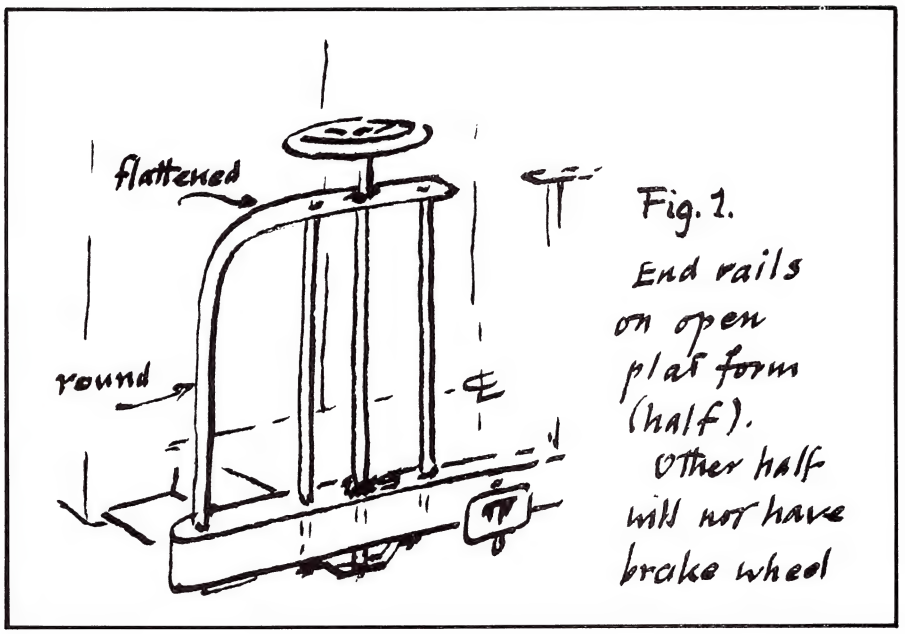

Fig. 1. End rails on open platform (half). Other half will not have brake wheel

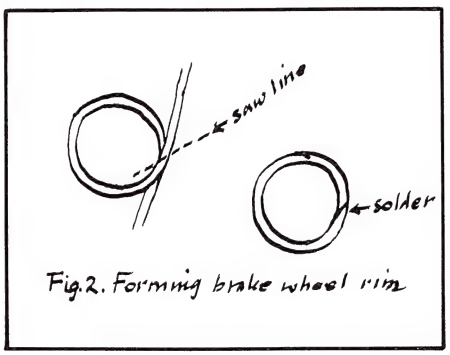

Fig. 2. Forming brake wheel rim

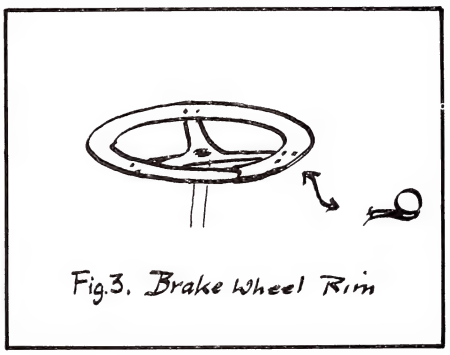

Fig. 3. Brake Wheel Rim

rawhide mallet like the one in Photo 1 is the one to hit the wire with.

Now you need to drill holes in the flat part of the railing for the other "legs" of the railing, and one for the brake rod. A drill bit in a pin vise like the one in Photo 3 is a nice tool for gently and slowly drilling these holes with finger-power. When the holes are drilled, hammer the flat part slightly to stiffen it. Still using the pin vise, it is simple to drill through the wooden endbeam to "plant" your railing. You will also need a hole for the brake rod in the sill and you'll have to make a little "stirrup" to anchor the bottom of the rod as shown in Fig. 1.

A brake wheel is a common trade item, but if you'd like to try fabricating one, check out Figures 2 and 3. Draw a penciled circle as a guide, and form a wire circle to match it using a mandrel and rawhide hammer for smoothness of bend. Insert a blade in a jeweler's saw like the one in Photo 1 so it will cut on the downstroke. (Yes, I know those blades are tiny – you will be breaking blades so shorten up the saw and use only half a blade.) With your wheel loop in a flat spiral, put it on the bench vise that you will have fastened to the side of your bench as in Photo 4. That little cut-out space permits you to swing the saw frame around. (The jeweler's saw and bench vise are actually the jig saw of metal work.) Saw at an angle across the loop of wire as show in Fig. 2 and solder the cut ends together. For this and all the soldering on your railing, use a soldering "pencil" or very small electric iron – the mass of wire is so little that it will heat very quickly. Cut a circle of flat sheet brass and drill a hole in the center for the rod then cut the spokes as shown in Fig. 3, with a little pair of scissors like those in Photo 3. Place the rim and spokes on an asbestos pad, pin them in place and solder it all together. Actually prototype brake wheels were castings bought from suppliers, but if you really want to be self-sufficient you now know how to do it and I got a chance to mention some neat tools.

There are some other nice items in Photo 3. The dentist's tool at the upper left is great for modelers. (Some dentists are top railroad modelers – and why not? They have the tools, techniques and skills.) If you're not a dentist perhaps the next time you go in for a check-up, you can talk yours out of some of his old tools. The pliers in the lower left of Photo 3 are made for jewelers –one arm of the jaws is square and one is round so you can get either square or round corners by bending wire one way or the other. The rugged-looking rig in the upper middle of this photo is a parallel-acting plier with a powerful wire and rod side-cutter. The pair shown went to sea to help a sailboat rigging problem and got blotched up with salt water but they still work fine.

So check out your nearest jewelery supply outfit. Some railroad models are "jewels" so why not use jewelers tools to build them?

++++++++++++

On another subject, Paul Nettland Jr. of Prineville, Oregon, writes that the City of Prineville Railway is the only city-owned pike known to him in the U.S.A. I love the idea of city-owned railroads and here are some others which may or may not have been, strictly speaking, actually city-owned.

The Belfast & Moosehead Lake Railroad in Maine connects the small port city of Belfast, Maine, with a line of the Maine Central, some 30 miles inland. Belfast, as I recall, built the pike around 1870 and then leased it to the Maine Central which operated it as a branch. In the branchline shakeout of the late 1920s, the Maine Central found the branch unprofitable and Belfast took it back and with careful management made it pay.

The small mountain city of Boone, North Carolina, was difficult miles from any mainline railroad, but by 1919, various logging companies had extended 3-foot gauge tracks beyond the railhead of the

East Tennessee & Western North Carolina Railroad (also narrow gauge) and were just a few miles out of town down at Shulls Mills. So the Linville River Railroad was formed to start from the ET&WNC and come over the gap and by Shulls Mills and up into Boone. This meant the essential rebuilding of the log line track, for the ET&WNC was a first class operation. Even so, the last three miles up into Boone were an experience – six percent all the way. That was carded for 45 minutes upgrade – and took it. Downgrade was fifteen minutes over that bit. I first rode the pike out of Boone and didn't know about that pitch. When the front end of the combine nosed over the crest, I thought we were taking flight. Whatever the precise legal arrangements were, the Linville River Railroad was Boone's pike.

Another town very much into railroading first and last was Bridgton, Maine, the town that built a 15-mile, 2-footer to the outside world. And that line paid well for years, six percent up to 1924. Bridgton had let the Maine Central buy control in 1912. But that system began to find its branches a headache in the late 1920s with the introduction of all-weather truck and automobile road construction. When it was "off-hand" about the Bridgton 2-footer, Bridgton took its pike back and ran it another decade or so. You can ride it today if you go to South Carver, Massachusetts, where it was transplanted as the Edaville Railroad.

Yes, there is a special cachet to the town that owns its own short line. We can note that the Sandy River Railroad was a local pike until the lumber traffic caught the eye of some bankers, and the spirit of local pride and independence remained with it to the end.

Pete Barney, Sandy River expert, called to my attention that I "jumped onto the wrong track" at one spot in my March/April 1988 column. Photo 8 there shows the south end of the Farmington freight house with what was the door for the standard gauge Maine Central, not for the 2-foot gauge Sandy River as stated in my caption. A century ago, the building was the Farmington station for the big road. But the little 2-footer was not left completely out in the cold; a lean-to fixed to the west wall housed its tiny track. (I hope I have it right this time.) As Pete notes, except for the track gauge, and the bigger wheels, the broad gauge of a century ago wasn't all that big. A present-day boxcar would hardly fit through that doorway. So it is, or was, a covered wooden station, and since that breed usually succumbed to steam locomotive sparks, we owe the preservation of it to its demotion to a freight house decades ago.

Deep winter snows here in Maine have kept me to the shoveled and plowed paths. Looking for old roadbeds is impossible during a Maine winter and can be dangerous right into spring. In the spring the snowpack sometimes will hold you up on its surface, and sometimes it won't. You can get out of your car and find yourself up to your waist in an unseen drainage ditch. I'm considering "bear paw" snow shoes if spring doesn't come soon. At this writing, early April, it looks like spring here and I hope to get back on some old roadbeds and see what's out there to be found.

Dick

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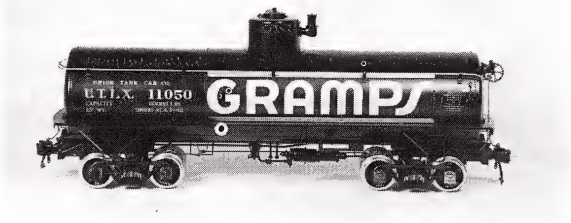

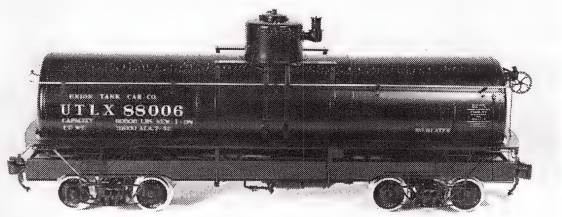

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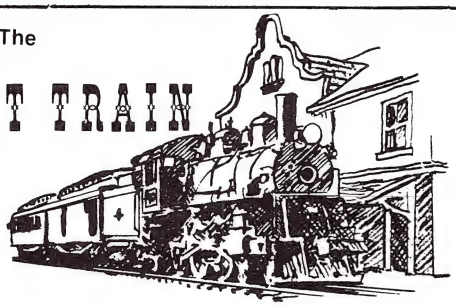

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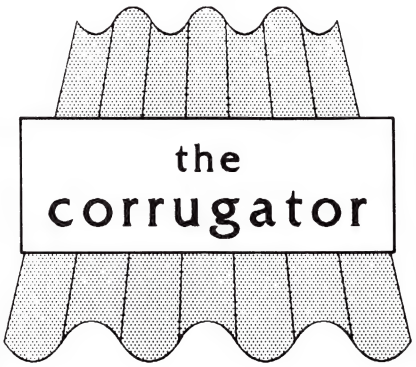

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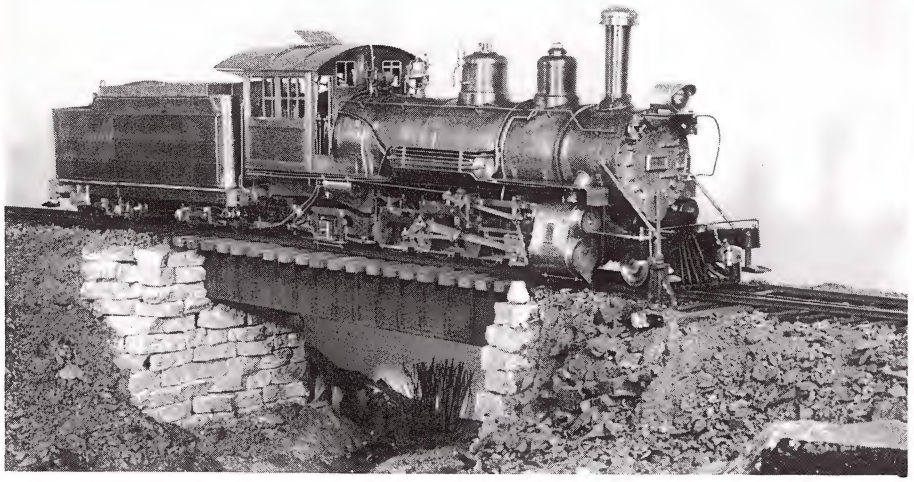
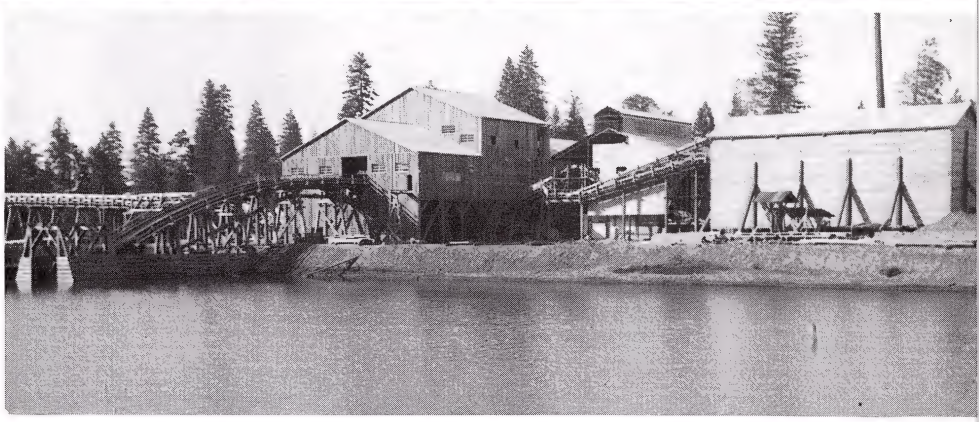


This ½-inch scale K-27 started out as a kit produced by the late Earl Debusck. Jim Baker spent over 300 hours assembling and detailing the kit. Bob Evans owns this fine model and plans to paint and weather it, and install PFM Sound. *Photo by Jim Baker.*

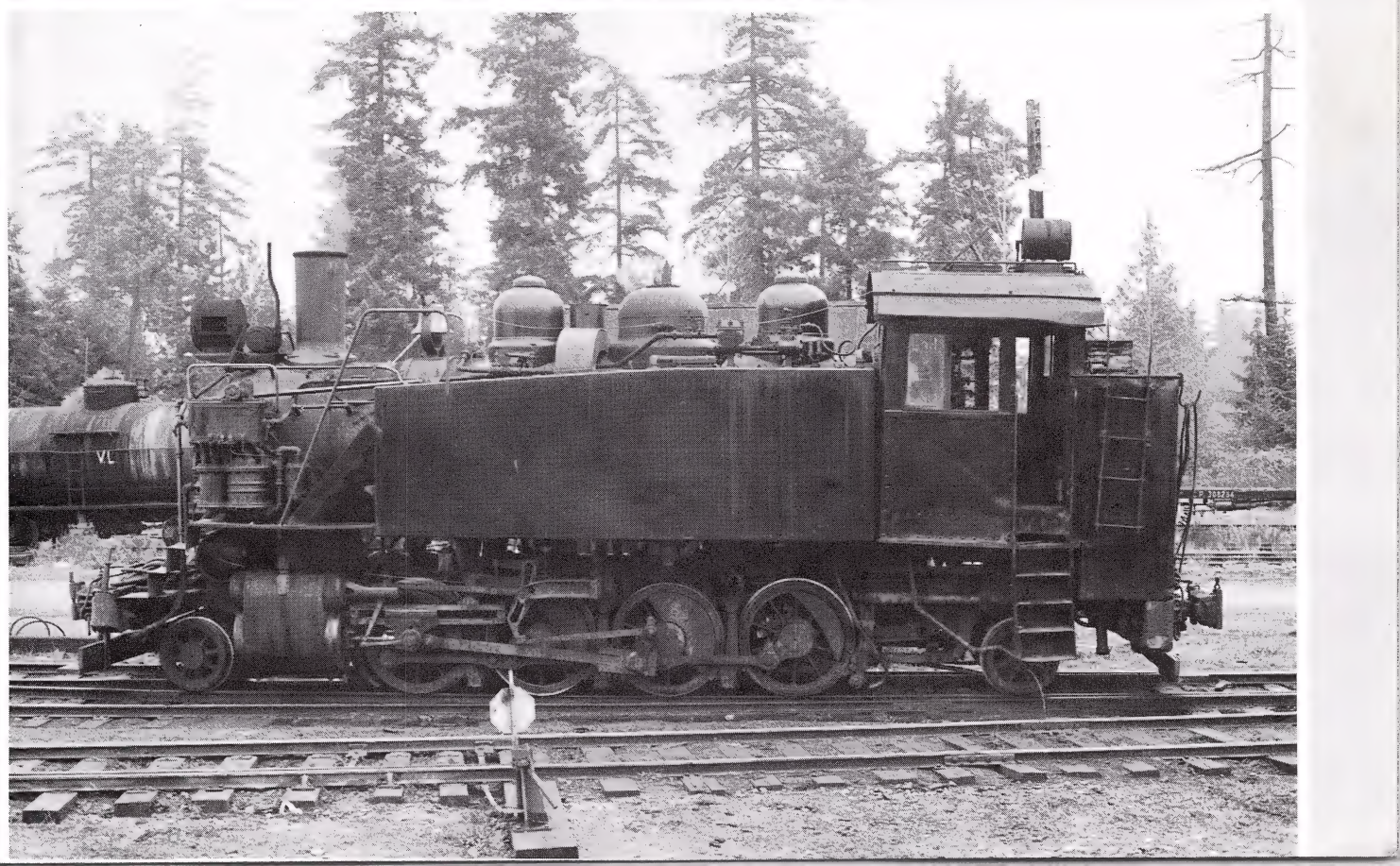
Five White Pass & Yukon General Electric box cabs lead a long train of container flats towards Skagway, Alaska, in August 1978. The 3-foot gauge White Pass & Yukon survived into the modern age complete with containers, modern Diesels, and spectacular scenery. *Photo by Robert D. Turner.*

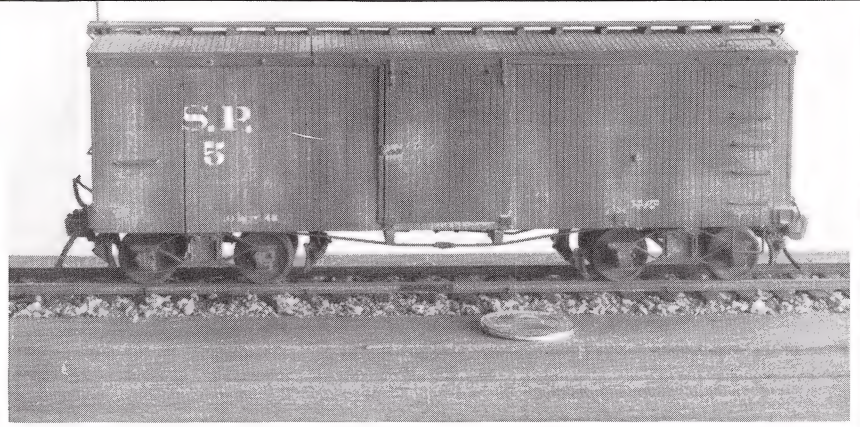
Lots of clutter, some three-truck Shays, and a loaded log train create a classic lumber railroad scene at the engine house of the Feather River Railway at Rogerville, California. It's September, 1949. The train has just arrived from the woods and will soon be hauled to the mill at Feather Falls. *Photo, collection of Ted Wurm.*

The Feather River Pine Mill at Feather Falls, California, looked like this on January 4, 1939. *Photo by Ted Wurm.*

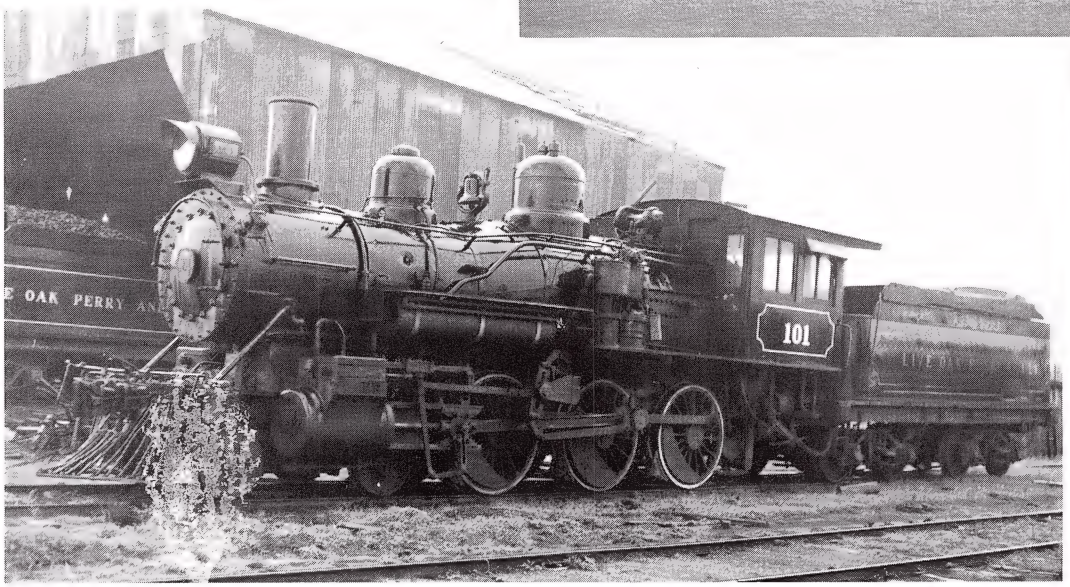


This Baldwin 2-8-2T belonged to the MacMillan Bloedel Lumber Company and was photographed in 1969 at Chemainus, British Columbia, Canada. The engine is now on display at Qualicum, B.C. *Photo by Robert D. Turner.*





Mallory Hope Ferrell built this On3 Southern Pacific boxcar from scratch. The prototype was originally Carson & Colorado Railroad #403 and was 28 feet long. *Photo by Mallory Hope Ferrell.*



One of the charming collection of standard gauge steam engines that belonged to the Live Oak, Perry & Gulf, a Florida short line. *Photo, collection of Curt Fortenberry.*

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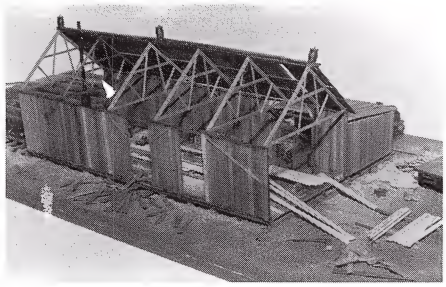

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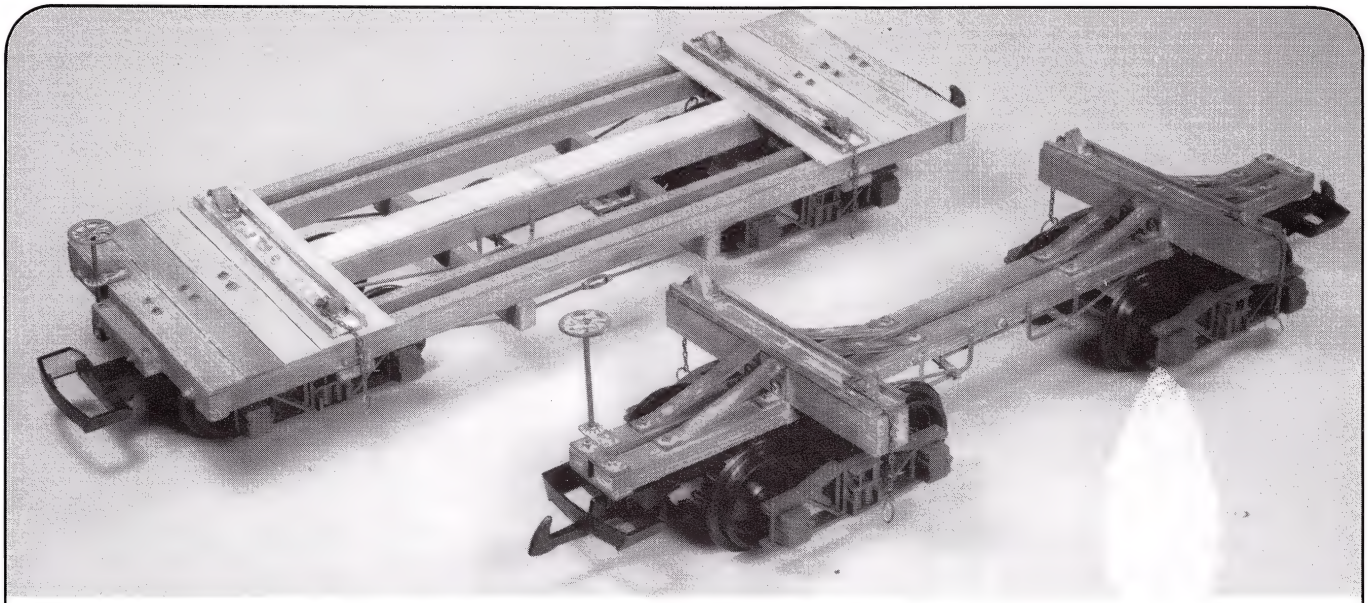

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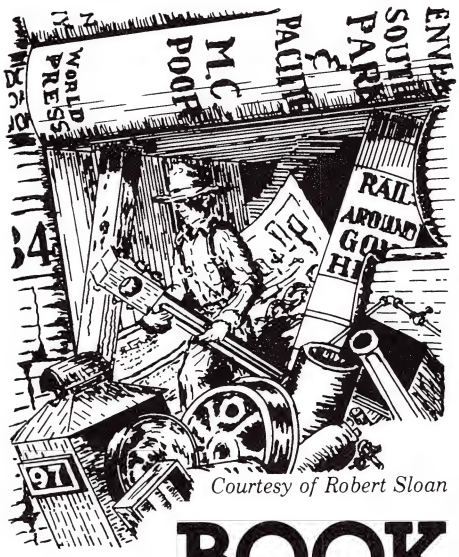


Courtesy of Robert Sloan

BOOK REVIEWS

Billers, Banners and Bombast, by Charles Philip Fox and Tom Parkinson, Pruett Publishing Co., 2928 Pearl St., Boulder, CO 80301, 1985. Hardcover, illus., 266 pages, $39.95.

I knew I had to have this book when I saw the flyer advertising it. The flyer was so loaded with circus posters that are now on the billboards of Tuolumne Forks that I knew the book would be a gold mine of photos showing fences, buildings, and billboards covered with circus posters. I was right, and I have many neat ideas for more billboards after reading this book. The authors are well-known in the circus history field and they describe the history, use, and making of circus posters over the years. The 13 chapters contain many black and white photos plus a 14-page color section showing more posters. The end papers have 39 full color posters as well. While this is certainly a book of peripheral interest to the railroad modeler, it is of great interest to those of us who are trying to recreate the American scene of the early 20th century in miniature. *Bob Brown.*

Southern Pacific Steam Switchers of the Pacific Lines, by Gene Deimling, Benchmark Publications, P. O. Box 26, Los Altos, CA 94023, 1987. Soft cover, illus., 98 pages, $17.95.

When I first picked up Gene Deimling's new book my attention was immediately captured by the color photos of #1276 and #1217 on the heavy card covers. Color photos of these yard "goats" are rare because railfans hardly ever photographed them. However, I really didn't expect to like this book because the only time I was ever really interested in an SP 0-6-0 was back in 1937 when I was coming home from Stockton to San Francisco on SP # 237 via Livermore. Our light Pacific broke down at Elmhurst and an old, nondescript 0-6-0, #1131, slowly dragged my train all the way to the Oakland Pier. That was the last time I really noticed an SP "goat" until I saw #1269 so beautifully restored by the Pacific Locomotive Association in 1980. Still, I was so disinterested in the subject that when Benchmark announced this book I began to wonder why someone would go to the trouble to research and produce a book on the lowly steam switcher.

However, after going through this book I began to understand the reason for the author's interest. This book is a nicely arranged photo album of the 0-6-0's, 0-8-0's and shop switchers of the Pacific lines of the SP. There is an introductory paragraph for each section, captions for the photos, tables and maps. I like the large, well-reproduced photos, the roster notes, references to previous owners and numbers, information on class differences, tender types, and even ornamentation. There are also details on missing classes that were assigned to the Texas & New Orleans, as the SP "Atlantic Lines" were known to railfans and employees.

I consider *Steam Switchers* a good bargain. Having said that, I must point out some minor faults. There is an error in the last line of page one – #1100 was built for the South San Francisco Belt Railway in 1922, not 1940. (It was acquired by the SP in 1940.) The caption for the photo of #1101 on page seven mentions a "mysterious oil tank" on the smokebox – this was not so mysterious – it was merely a primitive form of SP's evolution of saddle tanks for shop switchers. A more advanced version shows up in the photo of SPMW #209 on page 94. Another error is that the small upper map on page xii shows an SP line from Alameda to West Oakland (never) and the large map on the same page fails to show the important route out of Roseville, California. I would like to have seen it mentioned that #1269 was restored by the Pacific Locomotive Association and is actually on lease to the California State Railroad Museum. I also did not like the "California" behind virtually every mention of San Francisco. I found this redundant and irritating. However, these are minor items and I do recommend the book. It certainly breaks new ground in recording the history of steam locomotives. Ted Wurm.

The Library and Empire of David H. Moffat, Jr., by Edward J. McLaughlin III, Historic Blooming Grove, Association, 59 E. Main St., Washingtonville, NY 10992 (date unknown). Softcover, illus., $16.95.

Many of us are familiar with the history of the different standard gauge and narrow gauge railroads of Colorado but few of us are familiar with history of the men behind them. David H. Moffat, Jr., was a well-known financier and railroad builder. He was born in Washingtonville, New York, and later called Denver, Colorado, his home. Moffat was involved in starting the Denver, Northwestern & Pacific Railway which became the Denver & Salt Lake and eventually part of the Denver & Rio Grande Western. He also used his own funds to begin construction of the Florence & Cripple Creek and the Creede branches of the D&RG when stockholders considered these branches too risky. One long chapter of this book deals with Moffat's gift of a library to Washingtonville in 1887, but most of it centers around his business dealings and his trail to Colorado, so there should be enough to interest a Colorado railroad enthusiast. *William Kaminsy.*

Saw Power, Making Lumber in the Sawmills of Nova Scotia, by Barbara R. Robertson, Nimbus Publishing/Nova Scotia Museum. Available from the Nova Scotia Government Book Store, Box 637, Halifax, Nova Scotia, Canada B3J 2T3, 902-424-7580. Softcover, 244 pages, $19.95 Canadian.

The lumber industry in Nova Scotia has played an important role in the commerce and lifestyle of the province for over two hundred years. *Saw Power* takes the reader through this history with a well-documented text. From early tidal-powered mills to modern day enterprises, the ten chapters are loaded with tidbits of information and old cuts, drawings, and photos. Obviously a lot of research went into this story of sluiceways, Shays, and rustic pole railroads. One photo shows a pole line belonging to the Fossil Flour Company. This little line operated a vertical-boilered locomotive from Saints Rest up into the mountains to Bass River Lake. Many of the small towns in this area had machine works that catered to the flourishing lumber industry. Ms. Robertson has included various tables, an extensive bibliography, notes, glossary of lumbering terms, and an index. There is also a fold-out map showing the locations of places mentioned in the book. *Peter Mesheau.*

Forty Feet Below, the Story of Chicago's Freight Tunnels, Interurbans Special 82, by Bruce Moffat. Interurbans Press, Box 6444, Glendale, CA 91205, 1982. Softcover, illus., 82 pages, $9.95.

I seem to have overlooked this book since it was first published in 1982, but that's understandable since most people overlooked the prototype described in the book. *Forty Feet Below* deals with a 50-mile-long system of tunnels built under the Loop area of downtown Chicago in the early part of this century. The tunnels were originally designed to house telephone cables but were soon converted for a neat little 2-foot gauge electric railway system that was used to service the buildings in the crowded

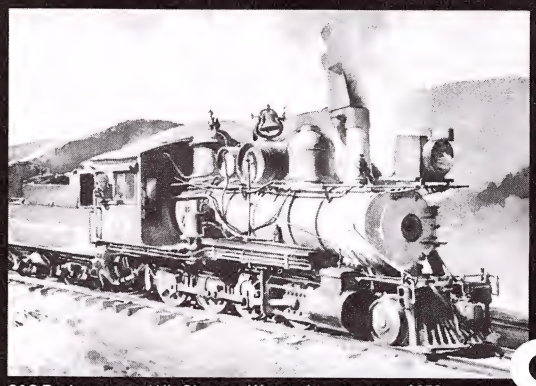
downtown area of Chicago, hauling coal in and rubbish out. Some of the large department stores also received merchandise on the little tunnel railroad. The line was powered by small electric, mine type locomotives which pulled small four- and eight-wheeled cars. The book traces the history of the line from its inception to its closure in 1959. Evidently some of the tunnels still exist and there are moldering pieces of equipment still in place. The book includes plans for four different locomotives and one of the eight-wheeled cars. Incidentally, the tunnels themselves were built with the help of a narrrow gauge railroad – a 14-inch gauge line hauled in the building material and hauled out the excavated dirt. There are several interesting photos of this system. This book is the story of an unusual railroad doing an unusual job. *Bob Brown.*

VIDEO REVIEWS

San Juan Freight Special, Madam Woo Video, 2257 East 3205 South, Salt Lake City, UT 84109. Sixty minutes, narration, background music, hi-fi stereo, $39.95.

I love it when the lady comes out and rings the gong on the Madam Woo video tapes – it grabs your attention. The latest Madam Woo tape is a refreshing look at the Cumbres & Toltec Scenic Railroad. It is the story of a special train chartered by a small group of narrow gauge fans to run over the line. The train consisted of engine #489 plus 11 box and gondola cars and a long caboose – for the small group of fans to ride in. The tape starts out with a general description of the C&TSR and shows much shuffling of engines back and forth in Chama. The rest of the tape is a wonderful series of shots showing the freight train running up to Cumbres where it takes on water, and on down the line. The train is not actually shown reaching Antonito but it is shown highballing along the mainline, in the grasslands, on its way back to Chama. The video consists of many shots taken both on and off the train. There are lots of shots of #489 and her consist lost in the vastness of the surroundings and many shots of the train thundering by. Lots of smoke, bells, and especially whistle sounds. There is also a thunder storm and even a chipmunk for atmosphere. This is not a tape about the C&TSR, but rather a tape showing what it might have been like to see a freight train running over the line in the old days. *Bob Brown.*

The American Railroad Landscape



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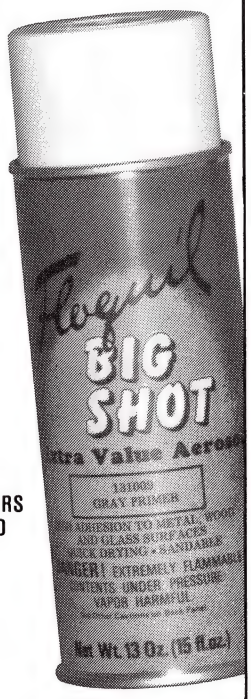

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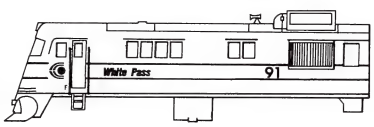

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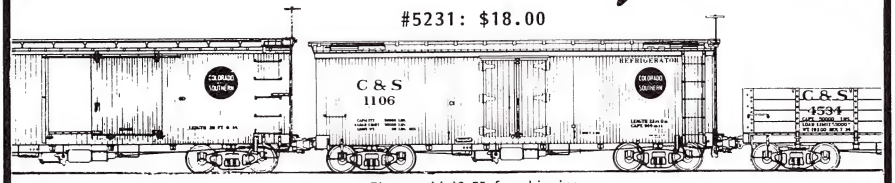

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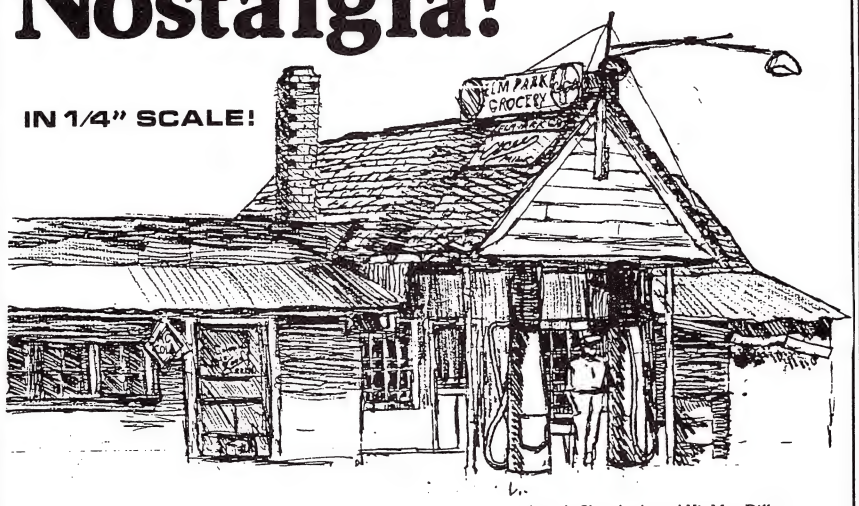

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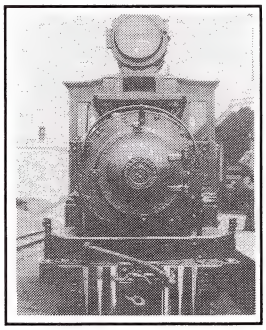

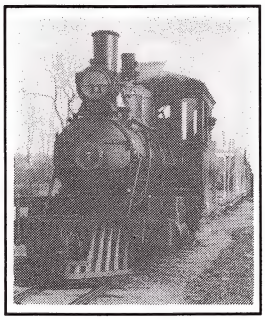

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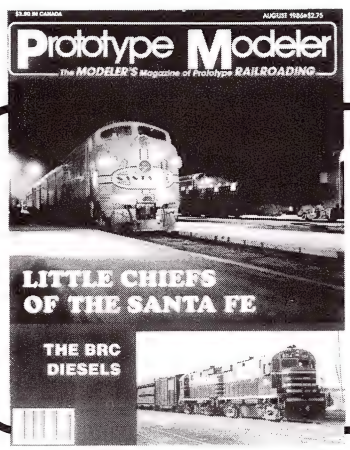

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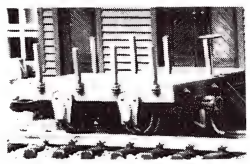

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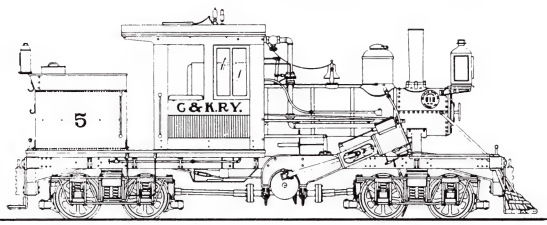

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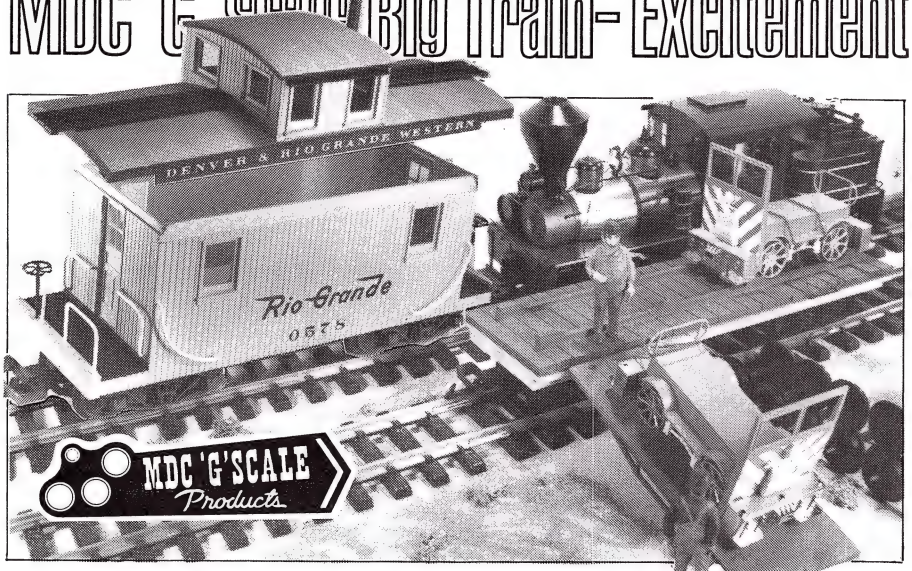

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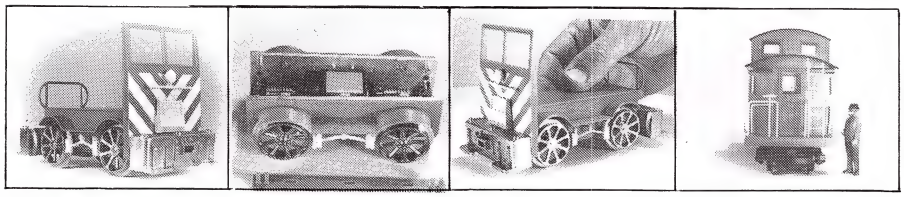

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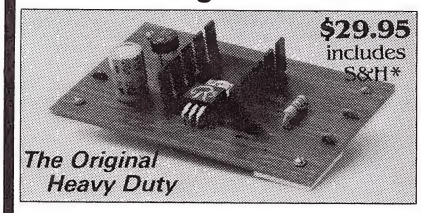

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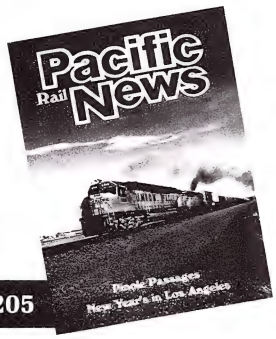

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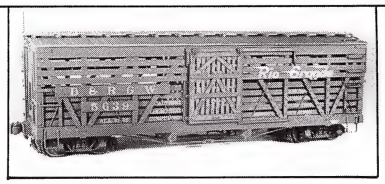

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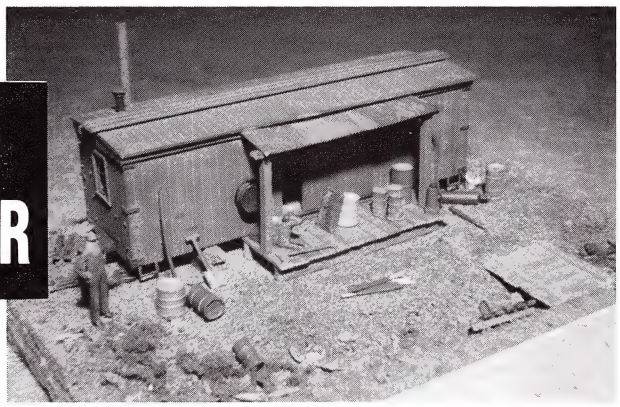

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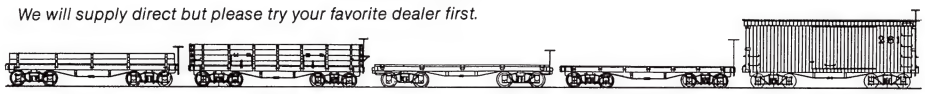

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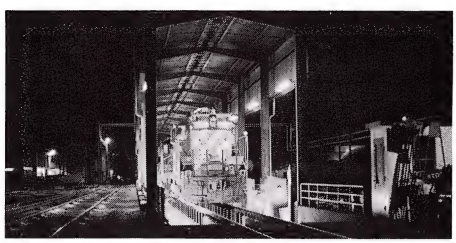

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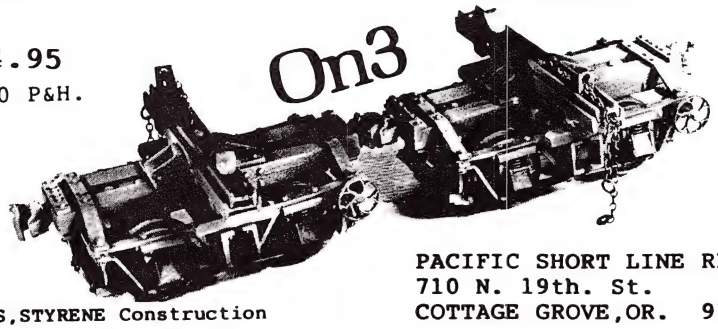

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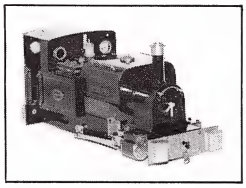

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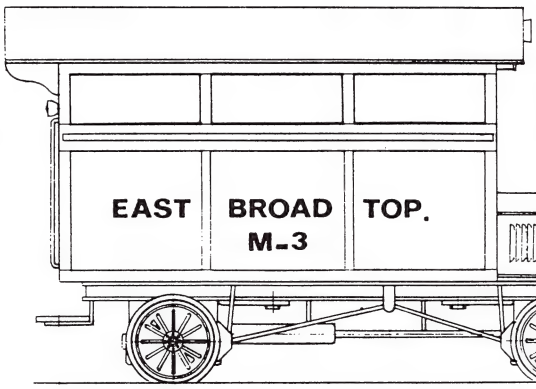

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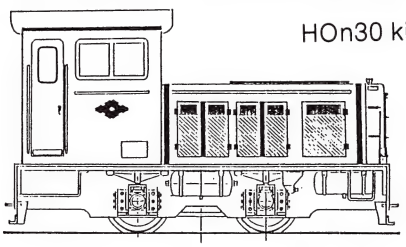

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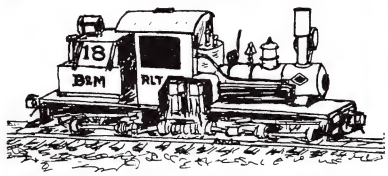

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WANTED: Sn3 PBL; K-36, K-37, K-27, C-16 #271, WSLCo Shays #7, #14, #15, PSC; PAX cars, Darr switches. The Division Point, 24452 Cielo, Laguna Niguel, CA 92677. 714/495-8012.

FOR SALE: HOn3 Westside DRG&W "K-37" $200.' HO LMB NYC 20th Century Ltd. Hudson (4-6-4) $175. Both unused, unpainted, in original boxes. Denver, South Park & Pacific Pictorial Supplement (1958 edition, numbered and autographed - mint with dust jacket) $150. Also, numerous mfr. catalogs, RMC, M.R., Trains, Rail Fan, Railroad, and Narrow Gauge Gazette magazines, and NYC RR metal paperweights. SASE. G. M. Kidder, R.D. #9, Acton, MA 01720.

On2/On30/On3/HOn30: Kits, parts, track for sale. New list. Good prices. SASE for list. Wayne Slaughter, 53 Ayer Road, Harvard, MA 01451. 617/456-8402.

FOR SALE: On2 CB #24 $400; #16 $295; #18 $295; #6 $295; #556 Caboose $110; #551 Caboose $110; #15 Combine $110, #8 Baggage $110; #19 Coach $110; PS Porter 0-4-0T Wood Cab $295; HOn3 SV Coach/Combine set $125. David Sherron, P.O. Box 189, Fryeburg, ME 04037. 207/767-2302, eves.

O/On3 & 2 FOR SALE: IHM SP C-6, $665; RGS #40, $625; Balboa C-21, $425; PFM RGS #20, early, $325; #50 Diesel, $210; LMB 2-6-6T Mason, $345; 2-truck Goose, $250, 3-truck, $295; DP rotary kit, $125; Custom Brass SR&RL #6, $285; #24, $360; combine, $110; coach, $105. John Hutnick, 1132 Clinton Terrace, So. Plainfield, NJ 07080. 201/753-1968.

HO/HOn3 FOR SALE: HO: WSM #50 diesel, $65; Gem T&P 4-6-0, $160; PFM V&T modernized Reno, $175. HOn3: WSM Class-A Shay, $170; C-25, $155; Balboa T-12, $125; NWSL SP diesel, $110; Red Ball 0-4-4-0T, $105. John Hutnick, 1132 Clinton Terrace, So. Plainfield, NJ 07080. 201/753-1968.

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WANT ATLAS Diesels, Richard Prince books and Southern Steam Power by Ranks and Lowe. Will buy or trade my brass or Fine Scale kits for them. T. English, 2132 Lakeview Circle, Matthews, NC 28105.

WANTED: N.W.S.L. Brass Logging cars and Kemtron - U.S. Hobbies Brass Pulpwood cars. T. English, 2132 Lakeview Circle, Matthews, NC 28105.

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WANTED: Need any information, photos, diagrams, track plans, etc. for Jefferson, Como, and Fairplay, Colorado. John K. Brown, Jr., 1316 Huie St., Prattville, AL 36067.

WANTED: HOn3 kits, EB Valley caboose or passenger. Also brass Edna car. Ken Gerard, 509 Howard Gnesen Rd., Duluth, MN 55811.

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WANTED: HON3 D&RGW K-36. State condition and price. Gary McMills, 8731 Coy Ave., Apt. A, Baton Rouge, LA 70810.

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WANTED: Nov/Dec 1983 NG&SLG issue. Top dollar paid. Craig Wright, 116 Rio Vista Circle, Durango, CO 81301.

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WANTED: FSM kits #110 Depot & #205 Winfred Brambles Frank Rawson, 23704-5 El Toro Road, Suite 315, El Toro, CA 92630. 714/673-7928.

PBL Sn3 FOR SALE: RGS #22 FG, C-18 #316 FP, K-36 nib. OV short caboose. The Division Point, 24452 Cielo, Laguna Niguel, CA 92677. 714/495-8012.

On3 FOR SALE: PSC WSLCo. #7, Crown, wanted: PSC Mich Cal #2, WSLCo. Shays. The Division Point, 24452 Cielo, Laguna Niguel, CA 92677. 714/495-8012.

WANTED: Chooch #177 O scale 6 wheel pullman truck kit, one pair. Dave Waddington, 308-D Tonset Rd., Orleans, MA 02653.

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WANTED: On3, by Balboa, "Master Series" circa 1975, 2-6-0 Mogul, D.S.P.& P. #71. R. D. Stone, 78 Stanford Heights, San Francisco, CA 94127.

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HOn30 SALE: Flying Zoo - Mich-Cal Shay #2 $129 - 18 ton Climax $129 - both mint TRO. Richard Banach, 98 Main St., Succasunna, NJ 07876. 201/584-5181.

SERIOUS HOn3 collector purchasing D&RGW, RGS engines. Also want built, ptd. R.T.R. rolling stock, especially work equip. & coaches, some building and mining kits. Bruce Kinkner, P.O. Box 9987, Phoenix, AZ 85068. 602/943-6315.

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FOR SALE:On3 PFM K-27 (Kodama) TRO $1000.00, IHM K-27 (Kodama) unassembled TRO $1000.00, Sunset On3 S.P. #9 TRO $595.00. Stan Oxendahl, E. 11115 44th, Spokane, WA 99206. 509/924-6961.

FOR SALE: On3 IHM Kodama K-27 #460, very rare. Perfect runner. All the right detail on it. All custom work done. PFM sound. Original box. $1700 U.S. shipping incl. Ede Biro, 114 Heron St., Ajax, Ontario, L1S 2C7, Canada.

NEARING COMPLETION of 8 year research into D&RGW 5500 Stock Cars and have plans to publish results by Durango 1989. Have already acquired photographs of 220 cars and have exhausted all known sources but need help to find information about the outstanding cars listed below. If you have pictures of any of these cars please contact me and I will forward a simple questionnaire, to be returned if possible before November 1988. Will answer all letters and refund any expenses requested. 5505, 06, 07, 10, 12, 15, 18, 20, 26, 27, 28, 29, 32, 34, 37, 41, 42, 44, 46, 48, 50, 52, 56, 58, 63, 68, 69, 71, 76, 77, 81, 83, 85, 86, 90, 93, 98, 99. 5602, 12, 15, 17, 28, 30, 32, 34, 35, 36, 40, 41, 42, 46, 47, 49, 54, 56, 59, 60, 61, 64, 65, 73, 75, 81, 82, 83, 85, 88, 99. 5704, 07, 08, 11, 12, 20, 24, 29, 30, 32, 34, 35, 36, 46, 48, 52, 59, 61, 62, 66, 68, 72, 75, 76, 79, 80, 81, 85, 86, 87, 97, 99. 5800, 06, 09, 10, 12, 13, 14, 18, 28, 29, 33, 37, 38, 40, 43, 44, 48, 49. Also need D&RGW lettering drawings. Please help by airmailing. Vic Stone, 23 Sinah Lane, Hayling Island, Hampshire, P011 0HH England.

On3 RGS KITS, drawings, books, calendars, magazines, memorabilia. Each best offer. Large SASE for list. Richard F. Mihalyi, 1054 Doreen Place #1, Venice, CA 90291.

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WANTED: Photos of structures in Blackhawk, Colorado. Circa 1900 to 1940. Please send price and Xerox copies to Trains of Texas, Dept. M.D., 10606 Sagewind, Houston, TX 77089.

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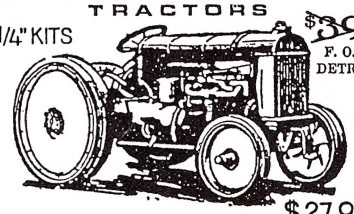

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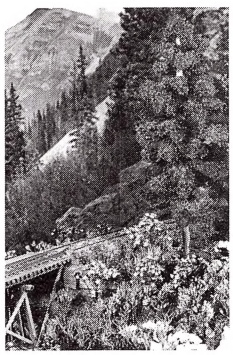

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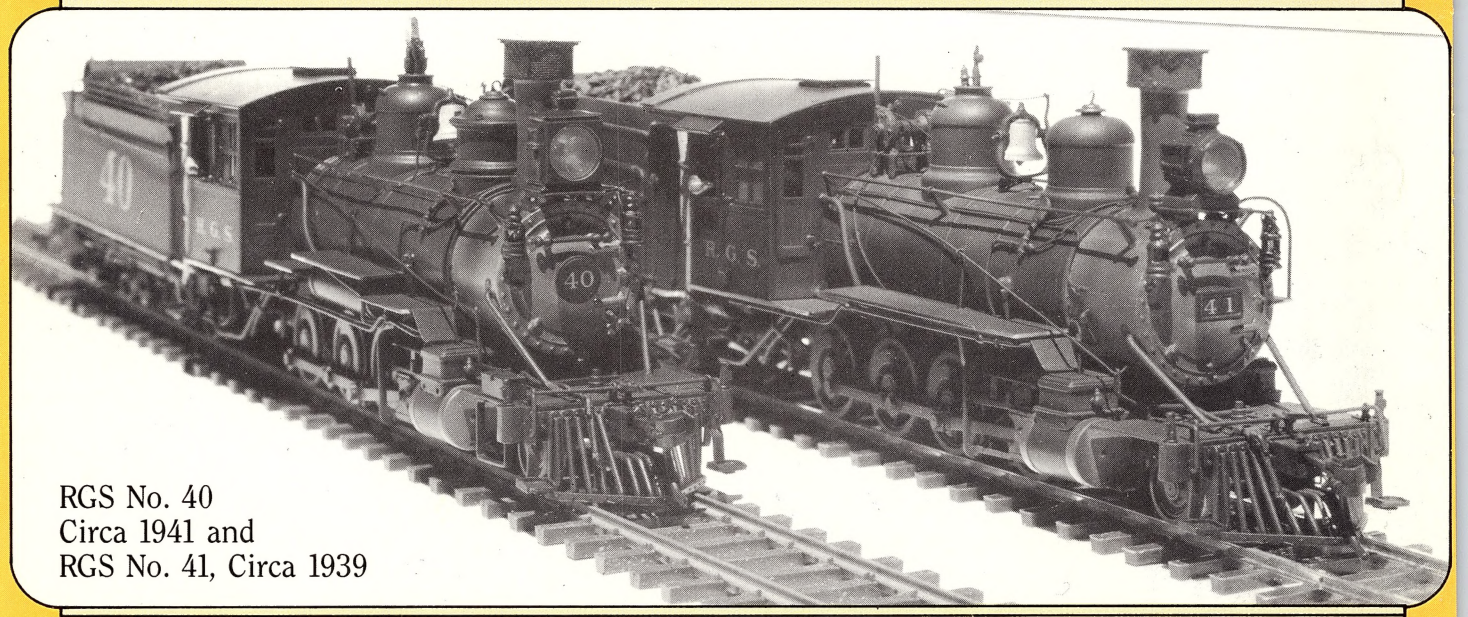

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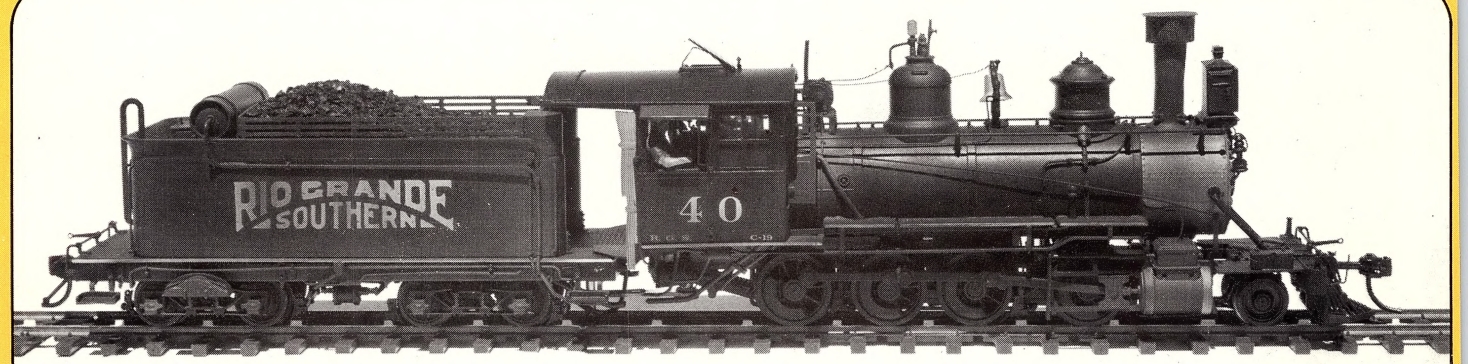
Circa 1941 and
RGS No. 41, Circa 1939



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